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model car Science

MAY 1967

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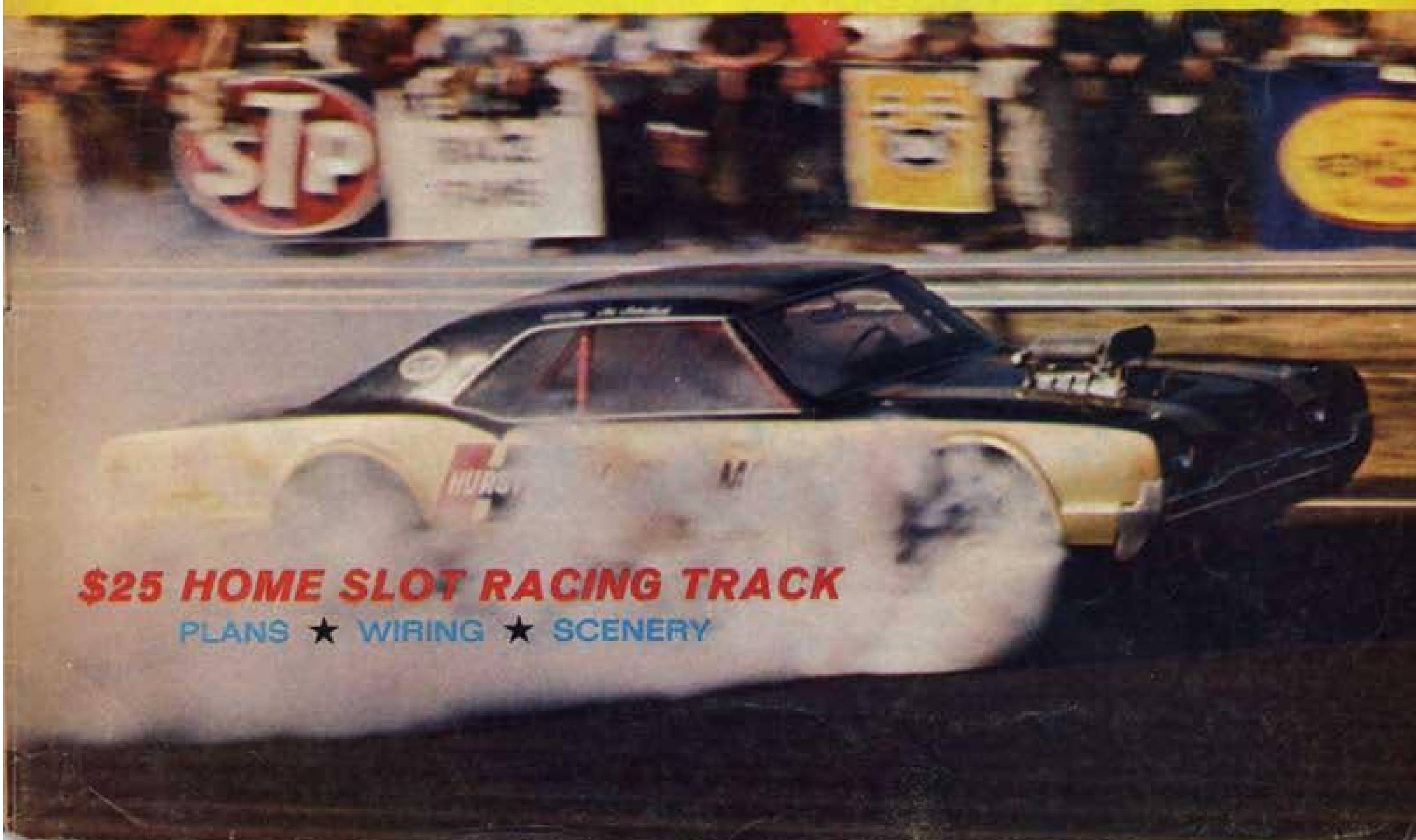






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ON THE COVER — Funny cars aren't running just for laughs. They're dragsters, fella, out to eat up the asphalt! At strips all over the country, these sort-of-stock-looking, weird-acting tire smokers are stealing the speed scene. And Chan Bush, MCS's top man with camera, caught this bubba in the act!

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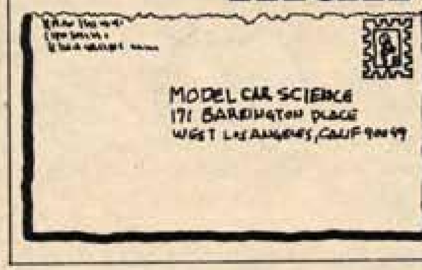
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model mail



SPONGIES VS. SILICONES

Can you tell me if silicone tires have an effect on the performance of spongies and the closed cell tires, if they are used on the same track?

Frank O'Neil
Birmingham, Ala.

There has been a great deal of controversy concerning this subject, Frank. Some of the older versions of the silicones left a residue on a track surface that the spongie users claimed fouled up their tire's ability to get a grip on the track. Consequently, many tracks outlawed silicones, which we feel is a bit unfair, for this reason; no one seems to stop and think what the spongies *do to a track surface! The tire itself leaves no deposit to speak of, but the slop they put on these tires sure does! Anything seems to go on some tracks, from STP to honey! The gooey mess that is deposited on the track is enough to turn you green! Yet no one seems to notice. We don't understand this ourselves! When a track is kept perfectly clean, and a set of spongies or silicones perfectly clean, there is very little need for additives.*

HOCCI HAS MOVED!

In the January issue of MCS, you said there was a club called "HOCCI", which stands for H. O. Competition Cars International. Could you please send me the address of this H. O. association?

Jack Marrion
Cedar Rapids, Iowa

HOCCI has moved, Jack. This H. O. organization has recently merged with NAMRA, one of the largest and strongest 1/32-1/24 associations in the U.S.A. Their new address is "HOCCI, C/O NAMRA, P.O. Box 578, Times Square Station, New York City, N. Y. 10036." Membership costs $2.00 a year, and you get a membership card, and comprehensive rule book telling you how to set up your club, etc. Very worthwhile.

DIG THAT RADIO CONTROL!

Wahoo! Dig that Radio Control jazz that you've just started running! How about some more future articles on this wild and way out hobby? And keep them on the *inexpensive* side, if possible, okay?

Henry Harrington
Los Angeles, Calif.

R/C seems to be coming on like gang busters, Hank, and we'll stay right on top of the situation. Several low cost R/C articles are in the works — hang tight, help is on the way!

TROUBLES AND WOES

You can help me, if anybody can! And I *need* help! I've got a Cox Chaparral, and man, everybody and their dog has been whaling me horribly! I'm usually put down by every guy in sight! If you can't help me figure out a way to at least have a *chance* at winning, I'm seriously considering giving up this sport.

My car has to crawl around the corners to keep from deslotting, and it fishtails like mad! Any tips you can give me will be greatly appreciated!

Pete Hennessey
Windsor, Conn.

Sorry to hear you've been having so much trouble, Pete. We understand the problem. When a car runs poorly, it does *get depressing! You didn't tell us much about the car, so we'll have to start from scratch. Assuming the car is running the stock rear tires that came with it, that is probably problem number one, and the most serious too! The Cox Chappy is a fine car, but it needs a bit more grab in the rear tire department. Although it seems a shame to get rid of those highly detailed rear skins, by all means do so, and replace them with Cox Custom Slicks, which sell for just 49¢! This car uses a tapered rear axle, so if you want to change the entire wheel/tire set, and still re-*

continued on page 6

HOW'S OUR MATH??

35c x 7 = $1.75*

TERRIBLE!!

*FIGURE IT OUT FOR YOURSELF . . . SEVEN INFORMATION-PACKED ISSUES OF MODEL CAR SCIENCE, AT 35c PER MONTH, SHOULD COST $2.45. BUT NOT BY OUR ARITHMETIC! TRY US OUT FOR SEVEN GREAT MONTHS, WITH A TRIAL SUBSCRIPTION, AND WE'RE YOURS FOR ONLY $1.75 . . . WHICH COMES OUT TO . . . UHH . . . 25c PER COPY! THAT'S HALF THE PRICE OF ANY OF OUR COPY CATS. POOR MATH . . . BUT A BARGAIN DEAL FOR THE BEST MAG ON THE SCALE SCENE.

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☞ *continued from page 4*

tain this axle, you could buy the Cox Sil-Slicks, a really top-notch silicone wheel/tire combo. Their #3492 set would seem perfect for most track. This consists of a set of wheels (mag) with soft silicones mounted, that are 1" in diameter. Cost $2.49 a pair.

If you are going to go to a 5-40 threaded rear axle, the list of rear tires/wheels is endless! Riggen makes a great line, as does Cox. Look them over at your local racing shop.

Also, check that pickup to be sure it's buried as far as possible in the slot. A car shouldn't just trundle off the track on every corner. If it does, there's something definitely wrong, and this is often one of the most common causes. Be sure all tires set squarely on the rims, to eliminate wheel chatter. And good luck!

HOW ABOUT SOME "HAIRY" 1/32 CARS?

There is one thing that really bugs me about 1/32 scale racing! This is my first love, but it really irritates me that more manufacturers don't pay more attention to it! For instance, how about some "hairy" Can-Am type cars? There are plenty of them in the 1/24 scale lines, but there's no racing center close to me, and frankly, I wouldn't race on them if there were, from what I've seen in other cities! I like scenery and other related items that let me know I'm racing scale *cars*. I don't appreciate those "thingies."

You've got plenty of good writers who could whip up something on building one of these little brutes. How about it?

Phil Erickson
Port Arthur, Tex.

We dig, Phil! Brace yourself, and keep your eyes open. There's one in the works right now, and it should be on the MCS scene pretty quick!

MCS LIGHTS THE WAY

I really liked your February issue. Every time I get all enthusiastic about one of your articles, I find that I can't get the necessary parts to finish the project! For instance, I've looked everywhere and can't find the headlights and taillight system that I need to get working lights in my slot cars. Where can I get them?

Bill McCoy
Long Beach, Calif.

K&S Engineering (7517 S. Halsted St., Chicago 20, Ill.) makes a fine little set of head and tail lights, complete with instructions, for just 98¢! Try our mail order advertisers, if you can't get them at your local shop.

A FRUSTRATING PROBLEM

I'm going out of my skull! These new foam tires are nearly impossible to keep in place on the wheel, while you tighten the jam nuts against the inside of the wheel! I mean like man, you gotta hold that darn tire in one hand, while you tighten it with the other, and when you apply pressure, the tire slips on the wheel and goofs up the alignment. Help!

Jerry Vale
Barstow, Calif.

Cool it, Jerry. Tatone is out with a little goodie for $1.98 that will solve your problems. It's called "Wheel Tite", and it's a pair of pliers with jaws that fit inside of 80% of the popular racing wheels now on the market. The jaws work just the opposite of a regular pair of pliers. When you squeeze the handles together, the jaws expand, and tighten against the inside rim of the wheel. It has non-marring jaws, so your wheel won't be injured. Check your local shop, or the mail order houses.

H.O. IS TAKING OVER!

Could you please tell me where I can obtain fairly inexpensive H.O. pit buildings, etc? Also, where can I buy Perma-Scene?

Our local raceway is closing down, and everyone is going to H.O., so a lot of people would appreciate this info.

Gene Wells
Beardstown, Ill.

Well, Gene, looking in the Atlas catalog (which you can obtain from Atlas, Dept. MCS, 378 Florence Ave., Hillside, N.J., for 25c) we find some groovy looking buildings, from 89c to $1.29, and everything from a pit stop building to a huge grandstand with roof, is available, and a load of detail, too.

Perma-Scene and the Atlas buildings are available from our mail order advertisers. Check the advertisements in this mag. Even if they don't advertise it, they'll have what you want. Just order by description and nationally advertised price, and follow their ordering instructions. The mail order houses are the only hope for fans who live way out in the boondocks, or in a town without a hobby shop.



shopping for a wagon ?

WELL HOW ABOUT A

VOLKSWAGEN



Here's the first really detailed VW kit to reach the hobby dealers' shelves. The doors, hood, and rear deck lid, all open and close. Both front seats fold forward, and the front wheels steer. But, that's not all, we've added a tube frame, hemi engine, roll bar, and mag wheels—in fact, a complete drag racing chassis. Just drop on the "Beetle" body and you'll have the wildest AA/altered coupe ever produced in miniature.

OR PERHAPS THE

Dodge LITTLE RED WAGON



What's red and fast and has a brute of an engine sticking up thru the floor—right! It's the Little Red Wagon. The world's fastest truck is just about the most exciting thing ever seen on a drag strip, and the 1/25th scale IMC Model is just about the most exciting kit two dollars will buy. The doors, tailgate, and steering all operate, and every part is authentic down to the last detail. For the model car buffs and collectors, we included enough extra parts to build a stock A-100 Truck.

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IMC

modelers' QUESTION SESSION

By Don Emmons

Q I am wondering if you can tell me the steps you have to take in wiring a model car engine? Also, in the March '67 issue you suggest using copper wire for brake lines and I would like to know which glue to use.
DAVID NEWMAN
B.C. Canada

A *In regard to the engine wiring see page 38 for a complete article on the subject. I think this will help you and other modelers who have written in about an article of this kind. One of the Epoxy glues works best for gluing copper wire to plastic. They are a little difficult to work with, but will hold the wire to the plastic without any trouble. I have used plastic glue in a tube for this but it does not work as well as the Epoxy.*

Q In regard to a recent article on the Mako Shark, you said to use turpentine with flat black paint for a more authentic appearance of various chrome pieces. What brand of paint and turpentine did you use? I would like to know if there are any "Indy" tires such as on the Mako Shark, available from any firms in 1/25th scale? I am building a Mustang and want to use American or Keystone Spoke mags front and rear and want to use Indy type tires. I am also doing the same to a Camaro. Many thanks.
DANIEL MILLER
Oxnard, Calif.

A *The mixture of paint I used for detailing the recessed areas of the chromed parts is Pactra's Flat Black. The turpentine comes in a small jar and is made by Craftint. Both of these were bought at the hobby shop, so you should have no trouble getting them. Any brand of turpentine will work alright for this.*

You can buy the Indy tires M.P.C. puts in the Mako Shark kit. They are offering them separately for 50c (a set of four tires). Send to: Model Products Corp. 126 Groesbeck Hwy. Mount Clemens, Mich. 48043. Good luck on your Mustang and Camaro models, and I hope the tires work out for you.

Q I enjoy reading MCS more than any other model magazine on the market. I find it very helpful to me.

I would like to call your attention to what I believe to be an error in the article on building a boss Camaro in the March '67 issue. I don't believe the front plastic tires used came from the Camaro kit as stated, or at least not the AMT kit. I just finished building the AMT Camaro and could not find a set of plastic front tires, or was part of my kit left out? However, I think the rear wrinkled slicks are the neatest slicks for models to come along for some time.

How about running an article on how to cut and hinge front ends?
GEORGE MILLER
New Market, Va.

A *George, all I can say is sorry-about-that! I must have been asleep when I wrote that one. The front tires are from the AMT '67 Falcon kit. The chromed front axle which was used is also from the Falcon kit. I go along with you 100% on the wrinkled slicks. They really look great when they are painted.*

I am working on two different drag cars presently that have the entire front end hinged forward. It might be a good idea to do an article on this. Will check it out and get started.

Q Can you tell me how to make a dropped axle for a Corvette drag car? I would like to make one so I won't have to buy another kit. I am building the MPC '66 Corvette into a dragster. I plan to enter it in your Model of the Month contest.
KENNETH SWEET
Belvidero, Ill.

A *To make up a front axle like the one you need would be quite hard; particularly to have it look like a real one. It can be done, but it will be much easier for you to get another kit that has an accessory axle in it. By doing this, you would not ruin the kit by taking the axle for your Corvette. Then you would be able to build another model. (For instance, the AMT '67 Falcon, etc.)*

Q I would like to know where to get the older Cadillac's and Oldsmobiles, 1950-63, in 1/25th or 1/24th scale. Keep up the good work.
TOM GENGLER
Aurora, Ill.

A *You are out of luck on getting models of these cars. Jo-Han made kits of Cadillacs and Oldsmobiles, but not back to 1950. I do not think that you would be able to find any of the old Jo-Han kits either as the '63 would now be four years old, and gone from the hobby shop shelves. You might look in a shop that is out-of-the-way and may have a stock of older kits. Or write to Auto-World to see if they have any of the '63 Cads left. (Box 961, Scranton, Pa. 18501) I'm sorry I can't be of more help to you.*

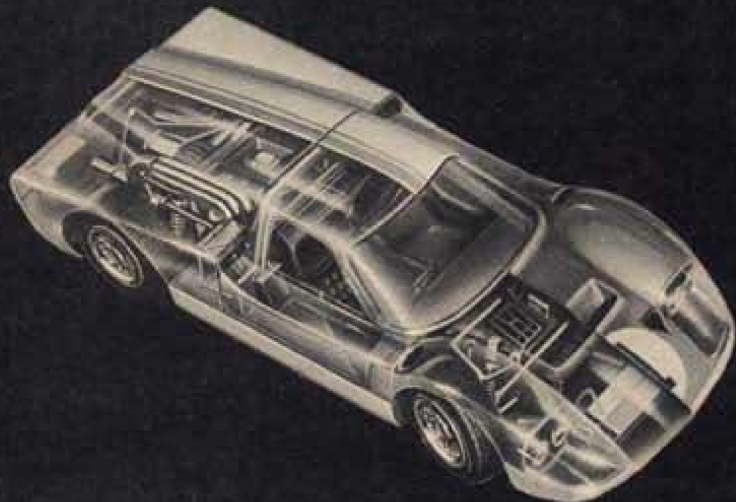
Q I am beginning work on a copy of Don Nicholson's '66 Comet, the Eliminator 1. Where can I get a 427 SOHC Hemi with Hilborn injectors like the one in the real car. Where can I get the front wheels like on the real car?
KIM WELCH
La Palma, Calif.

A *Kim, the engine you are looking for can be found in AMT'S Mustang Funny Car kit. This one has the SOHC engine you need, with the fuel injection set up. The front wheels can be found in AMT'S Chevy II Funny Car kit. Don't get these mixed up with the current year ('67) Mustang, as this is the altered wheelbase '66 model.*

Q I would like to know where I could get a 1/24th scale transport trailer for a '67 Vette.
MICHAEL TEPPER
Los Angeles, Calif.

continued on page 10

COME BUILD THE WINNERS



FORD 'J' CAR

ALL-TIME FIRST IN KITS: COMPLETELY CLEAR BODY!

Here is Ford's LeMans sensation . . . with a clear body, colored and chrome interior, chassis and engine. Now you can display your model as a see-through or paint the underside for a fantastic finish never achieveable before! Front and rear ends swing open, wheels turn, and the tires are one-piece and hollow. A fantastic kit . . . like one you've never seen before!



MAKO SHARK

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Never has a response to a kit been so great as to the Mako Shark, GM's great advanced styling car. Little wonder! This jewel features turnable front wheels, working front suspension, opening full front end, hinged roof, 427 engine, one-piece hollow tires and much, much more. And the transport trailer is something else, too! It all adds up to a kit every builder must own.



MONKEEMOBILE

THE WILD CUSTOM DESIGNED FOR AND DRIVEN BY THE MONKEES!

Hot as the MONKEES and just as wild! It's the long, long custom you see every week on the MONKEES TV show. Designed and built by Dean Jeffries especially for the Monkees, the MONKEEMOBILE features a one-piece 9¼ inch body, a wild touring car convertible top, 389 GTO engine, 4 bucket seats and a rear bench, plus one-piece hollow tires. More fun to build than a barrel of . . . !

MODEL PRODUCTS CORPORATION

126 Groesbeck Highway, Mount Clemens, Michigan

☞ continued from page 8

A *The only place you are going to find a trailer for your Corvette is in MPC's Mako Shark kit. It has a trailer that would be perfect for your car since the Mako is close to a Corvette. I am presently working up an article on various types of trailers that can be made of channel wood. This wood is a hardwood and can be bought in different sizes at a shop that sells H. O. Railroad supplies. I will show how to construct a trailer with this type of wood. Watch for it in the very near future. It take a little time to get all these different articles worked up as there are so many new kits coming out right now. But don't worry, I'll get on it shortly.*

Q There are several questions that I would like to ask you.

1. I plan to customize the rear bumpers of the Monogram 'Vette. Is there anything I can use to chrome it so that it will match the present chrome?
2. I am building another 'Vette with a wild body, Chrysler Hemi, 9 inch slicks and a dragster frame. What class would it run in?
3. What does AMT stand for?
4. Can I use only Revell cars in the Revell-Testor contest?

TOM LAWRY
McGuire AFB, N.J.

A *To duplicate the chrome plating on plastic is impossible. This process is done in large electronic vacuum equipment and that is about the only way to get plated parts to look like real chrome.*

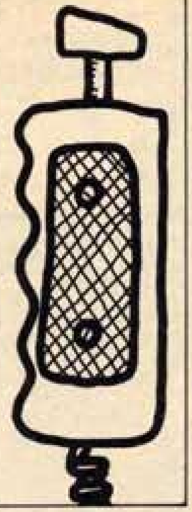
2. Your model would be in the Modified Sports Car class and, from the little info you gave, I would say it probably would be running in AM/SP or AA/MSP. The real car's class is determined by engine displacement and total weight.

3. AMT Corp. started in 1948 by making models for different auto manufacturers. They made the models from aluminum, hence the company was called Aluminum Model Toys.

4. Revell and Testors have dropped their annual contest, sorry to say. It is a shame, because it was one of the few opportunities a model builder had to show off, or be rewarded for his work. It was quite an honor to be one of the finalists too, as there were nearly 50,000 entries from across the nation.

By Chris Chan

SPEED & TECH



THE PRO TEAMS

There is no one in slot racing more carefully watched than the "pro" driver. Besides being consistently fast, pro teams also have the most publicity of any single group on the slot scene. A lot of trouble brews up here though in the interpretation of how a Pro's speed rig should influence your own car. Reading what the pros run can be interesting and helpful, but often misleading. Two prime examples concern rewound motors and chassis.

Every pro has access to a good deal of different proven winds for his use on different tracks. On one track he may just break the record; but with the same motor he might become a backmarker on another course. If an amateur were to try and duplicate a wind that won on, say J&J's battery powered track, he would probably end up with a dud on most other tracks. Regarding chassis, I've done just about as much talking of heavy weights as anyone; but I was speaking in terms of very fast cars on none too smooth surfaces.

INSTANT CHASSIS

MCS team driver Glen Toma and I have discovered that, for the best handling scratchbuilt chassis, everything should be nice and uniform, frame rails equal in their length, etc. This may sound kinda basic. However, measuring out the tubing or rod and marking it for bending took a long time and still gave rather weak results; so we decided to create the "Toma instant chassis jig," the first step to the instant chassis. Carefully placed on a ¼" plywood board with ruler and T-square are nails at points at which the tubing is to be bent. By lining up these nails perfectly you can bend tubing exactly where you want.

THE CRYSTAL GEAR SHIFT KNOB

The sidewinder just may be running for a comeback (although some may agree that it never went) with the advent of newer tires and the idler gear. The big problem that kept sidewinders around was traction, not efficiency. The extra weight of the motors was necessary to get a good grip on the road, and so the motors were placed as close as possible to the rear tires.

Along came the foamies though, and out went the sidewinders. The fantastic grip-giving-tendencies of the foamies needed no gross motor for super traction. The sidewinders had the big chunk of weight swinging the whole mess around like a pendulum. Russkit had a nice line of Carreras which ran well, but still had the inherent handling problems of all sidewinders. When all the rear weight hits the turns, it just whips out like a rock on a straight. My interest in sidewinders is not performance orientated, but rather concourse. The full cockpit of a Mark II McLaren looks much better without the rear of a Russkit 23 sticking into it. So, in order to have a crack at the concourse gold, I popped my 23 in sidewinder style, without a hope of being competitive. Ah, but the car was fast. A lucky guesstimate at the right amount of 28 wire gave it more speed than I've ever had. Now to get it to handle.

The motor was swapped with a slightly lighter Pactra Hemi, rewound in the same manner, mounted ⅛" instead of the usual 1/16" off the track. The higher roll center caused a slight tendency to tip in the corners, but added valuable stick in the turns at the same time. Extra ballast was added to the front of the triple rod frame to keep it tracking nicely. Finally, after a good deal of testing all of the black (concourse) foams on the market, Fas Trac got the nod. 12 to 45 gears kept the motor as far forward as possible. The sidewinder still has its own special characteristics in handling, but don't count the sidewinder out yet.

the WORD from the PIT

By Speedy Gonzales
(fastest thumb in the west!)

The Mabuchi 26-D continues to dominate 1/24 scale slot racing, many of them running strictly stock! For a $3.00 motor, this is amazing, and it just pleases us "poor folk" something fierce! My pocketbook is flatter than a steam-rollered cockroach (not the Cox kind!) and that $3.00 price tag seems to put slot racing back on an even keel, at a time when the dollar signs are far too numerous!

But a good thing like this can't be kept at the same stage of development for long, and the rewind boys and accessory manufacturers are at it hot and heavy! For instance, Simco Products, of Paramount, Calif., now offers a fine speed kit for this motor, which is similar to their end bells for the 500 and 600 series Mabuchis. You get a special end bell that won't melt under extreme heat, and a pair of arm-type brushes and springs. Room for a ball bearing too, although a nice oil impregnated bronze bearing is standard equipment.

International Engineering, old-time slot company from Redondo Beach, Calif., has a 1/24 RTR that should tickle you "Sportsmen Class" racers. Their "Super Sportsman" weighs just 3 ounces. Uses Classic's CM450 ball bearing motor (inline) driving through Spacific gears, and Riggen grey Super Sponge tires, 5/8" wide. These are closed-cell, and good! Complete with knock-off hubs. The body is vacuum-formed Butyrate, and snaps on to the chassis. The pickup is made of "Zytel" a space-age material. The chassis features a torsion bar front axle, to which are soldered Riggen Mini-Pin Hole wheels, independent turning. O-Ring tires minimize friction. This bright Orange "super machine" sells for $13.95, and judging from the high-quality components, it's worth it!

Like my fellow writers, I get a lot of requests to build cars and send them overseas to places like New Zealand and Australia, so these hombres can see what an Americano machine looks like. Sorry amigos, I couldn't possibly build enough cars to send them to all who have asked for them, so I have made it a rule not to send cars to anyone. If you had to contend with a fantastic circulation like this magazine has, you'd see my point.

Radio control is taking off like a shot! I was fortunate enough to be one of a select few who were shown (and allowed to drive!) a pair of large (Wen-Mac size) radio controlled-gas powered (!) Mustangs, recently, at a hidden location in Los Angeles. I can't describe the thrill of driving these cars. The fellow, who shall for the moment remain nameless until we can protect him and his brainchild from idea stealers, has devised an ingenious clutch arrangement for this car (after fourteen tries!) and the thing will sit and idle like a real car!

Punch the throttle and zowie, it's gone like a flash! And it's not just an "on and off" type of throttle response either, it's fully controllable, from idle to wide open. The stability of this car has to be seen to be believed. From 40 mph or so, down the straight, you can tap the brakes and spin the wheel and this machine will do a screaming 360 without going over! If I hadn't seen it, I wouldn't have believed it. Anyway, we are doing a story on it, and you'll see it as soon as the security wraps are off.

It's projects like these that whip up tremendous enthusiasm for radio control. I felt like I was a witness to the first Wright brothers flight, or something equally historic, because these two cars are the forerunners of something big. It's the coming thing.

Not that it will ever replace our beloved slot racing! They'll probably never get the cost down to slot car prices, no matter how many they tool up for, because that radio control gear is expensive. However, they *will* be able to get into a range where it is feasible. The sooner the better.

I'm sick and tired of looking at ugly body mounting screws, and worse yet, those ridiculous wire retainers that they use to connect clear plastic bodies to frames. I've worked out a little inexpensive giz that I've been puttering around with. You'll see it in the next issue of MCS. Nothing shows on the outside, *period!* Watch for it.

Caramba! I'm still getting warm, after that cold trip to the Chicago show! Ol' Speedy ain't never gonna leave his nest no mo', no mo'. (Oh, yes you are, Gonzales, when the next show rolls around — Ed.) My sombrero is still wrinkled up like a prune, from those deep-diving degrees!

Such a rash of super-long enduro races! They're popping up all over the country! Floyd Manly, "Southern Sampling" correspondent for our sister mag, MC&T, reports 192 hour events in his part of the woods! If that won't give you a permanently shaped thumb for life, I don't know what will!

Ever been to an enduro? Everyone wanders around with that thousand yard stare and a hooked thumb, whether they're driving or not. They look like those little wind-up mechanical men they used to sell. These l-o-n-g blasts are a ball once in awhile, but a steady diet will give you that "pool room complexion" in no time!

Good news for the "wee folk." HOCCI, the only H.O. association in the country, has merged with NAMRA, the strongest 1/32-1/24 association in the country, and the results should be startling! The new address is HOCCI, C/O NAMRA, P.O. Box 578, Times Square Station, New York City, N.Y. 10036. Membership costs $2.00 a year, and you get a nifty little fact-packed rule book that makes it a breeze setting up your local club.

Cox has updated their "big four" 1/24 scale kits, the Lotus 40, Ford GT, Chaparral, and Cheetah. All chassis now feature the adjustable gear ratio, and Cox-built NASCAR motor, plus a lengthened swing arm and self-centering guide. This new guide features quick-change brushes. Just another example of how the more aggressive slot manufacturers keep up-grading their lines. Ain't it just grand?

Sure! You want speed, fast acceleration and sweet handling when you invest in a model racer!

Why not get extra big value too?



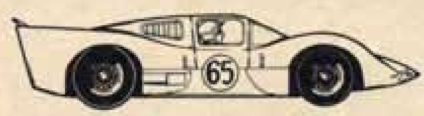
This Monogram Chaparral Coupe is only $5

(Special introductory kit price for limited time)

Authentic 1/24 Racing Model of the Sensational 2D Coupe Raced at Daytona—With Operating Spoiler Mounted on Fender Fins

You'd pay twice as much—even more—for a 1/24 scale racer in the fine Monogram quality and the superb engineering of this Chaparral. It's a terrific performer and has everything you ever wanted in a slot racer, plus fascinating good looks and an unusual operating feature. The spoiler moves into up position when car is braked and returns to neutral when car is accelerated. Check the "specs" and see the $5 Chaparral at your favorite store.

Kit SR2420 • Only $5



One-piece molded body — ultra light weight with super thin walls.

Clear windows and headlights.

Chrome finish velocity stacks, wheels, shift lever and steering wheel.

Detailed interior including seat, floor boards, dash, etc.

Full bodied driver with helmet, goggles, shoulder harness and separate arms to fit steering wheel.

Tiger sidewall chassis powered with 8-volt high rpm Super X-220S motor.

Light weight hardened aluminum frame with low center of gravity.

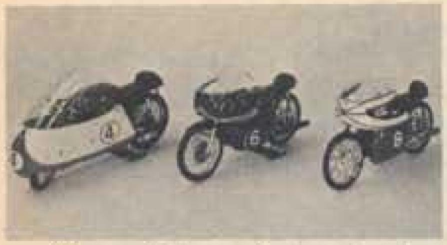
Weighted swing pickup. Machined wheels. Quiet Nylatron spur gear. Sponge slicks.

Monogram Leads the Field in 1/24 Scale Racing Cars

Regular Kits, $8—$9: McLaren Elva—Ford GT 40 Roadster—Chaparral II—Indy Lotus—Midget Racer—Ferrari 275P—Scarab—Porsche 904. **Two-Body Kits, $11.00:** Mustang 350GT/Chaparral II—Ford GT Roadster/Ferrari LM—Cobra/Lola—Ford GT/Ferrari P2. **Ready-to-Run Cars, $12.00:** Lola T-70—Ford GT—Ferrari—Vampire—Snake. See these racers at your favorite store.
Monogram Models, Inc., Morton Grove, Illinois.

Monogram
model racing

NEW, TO SCALE



Three of Europe's finest racing cycles, stacked with excellent detail, are available for the first time in the U.S. The importer is Engine Specialties Inc., 2600 Bristol Pike, Cornwells Heights, Pa. The bikes, with full colors molded in, include: the Benelli Grand Prix 250cc. 4 cylinder ($4.95), Moto Morini Grand Prix 250cc. ($4.50), and Gilera Grand Prix 500cc. 4 cylinder ($5.95).



Want a VW mini-bus? If so, then you've found it. Check out the new Revell model kit of the '67 Deluxe Volkswagon Station Wagon Bus, in 1/25th scale. Comes with opening doors, removable sun roof, highly detailed engine, and a bus load of chrome trim. Work it up into a 'loooong' beach buggy, or wild funny bus. Priced at $2.00. For stores, write: Revell, Dept. MCS, 4223 Glencoe Ave., Venice, Calif.



The all new Roadrunner, the Chaparral 2-E, complete with an operating 'Wing Spoiler' is the latest 1/24th scale winner from Cox. Offered in either kit form ($9.98) or ready-to-race ($12.98). The iso-fulcrum chassis is a born road-hugger. For power, it uses the Cox Special NASCAR 40,000 rpm motor. Check the raceways, or write: L.M. Cox MFG. CO., Cox Center, Dept. MCS, P.O. Box 476, Santa Ana, Calif., 92702.



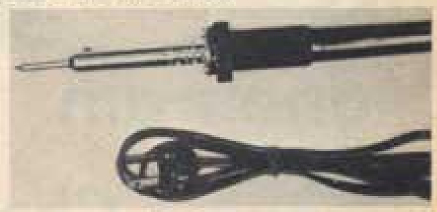
La Cucaracha goes mid-scale! A 1/32nd version of Cox's very fast "Manana Machine" is just out, retailing for $9.98 as a ready-to-race. Features: an Iso-Fulcrum self compensating aluminum chassis; low profile, soft sponge rear tires; speed profile front tires; the Cox TT-X50 motor; plus a self-centering quick-connect guide shoe.



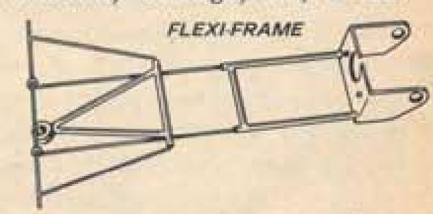
For metal mini-car collectors, here's the new Marcos GT 1800, the Volvo powered, custom sportster that's big on the European rally scene. It's from Corgi, and features opening doors and hood, removable driver, spoked wheels, and spring suspension. Priced at $2.00. Available from Reeves International, Dept. MCS., 1107 Broadway, New York, N.Y.



For R/C Boat-niks, who want high detail and solid construction in their cruising, Octura Models has a full fleet of power and hydro boat kits. Prices range from $12.95 to $29.95 (less engine and R/C gear). Plans and templates are also available for scratch builders. For catalogue sheets and more infor, write: Octura Models, Dept. MCS, P.O. Box 536, Park Ridge, Ill., 60068.



A needle-nosed soldering iron that's perfect for close in work can be had from K & S Engineering, and at a real decent price. Will do anything that a standard tipped iron can do; but with chassis construction and other tough scale work where you have to squeeze in, it's unrivaled. Very lightweight, with an extra large heating element and long barrel for proper cooling. 115 Volt, 30 Watt capacity. Price: $2.49. For stores and more info: K & S Engineering, Dept MCS, 7517 S. Halstad, Chicago, Ill., 60620.



The lightest chassis on the pro race scene . . . the Buzco "Flexi-Frame". Designed to fit the Pittman 6001, Hemi and 26D, it features front suspension and approximately 1/2 oz. in total weight. Made with pin tubing and music wire. Comes complete with Oilite bearings on rear, swing pickup, 1/16" axle on front. Priced at $1.98. Write: Buzco Mfg. Co., P.O. Box 5342, Station #1, North Hollywood, Calif. 91605.

HEY! HEY! HERE COMES THE MODEL CAR SCIENCE MAD MOD MONKEEMOBILE CONTEST

WITH ENOUGH LOOT FOR 50 WINNERS!



FIRST PRIZE .... **$100 SAVINGS BOND**

SECOND THRU TENTH PRIZE .. **ALBUM OF THE GREATEST MONKEE MUSIC**

ELEVENTH THRU FIFTIETH PRIZE .. **MPC'S FORD J-CAR KIT**

ALL YOU HAVE TO DO IS BUILD A MONKEE MACHINE ANYWAY YOU WANT IT . . . STOCK, SCRATCH-BUILT, OR CUSTOM. THEN PAINT IT UP AS WILD AS YOUR MOD MIND CAN HANDLE. GO OP, POP, FOG, FLAME, OR MAYBE EVEN PAISLEY! JUST MAKE IT SO "IN" THAT IT'S INDUBITABLY "OUT-A-SIGHT". RUSH US A COLOR PHOTO OF YOUR VERSION OF THE BOSS BUGGY, AND YOU'RE IN ON THE ACTION!

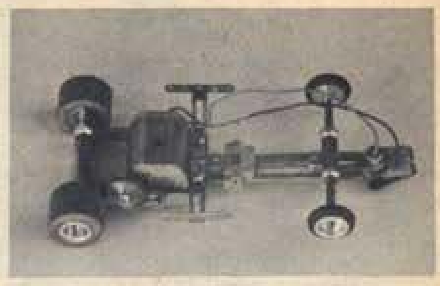
CONTEST CLOSES MAY 15TH, 1967. ALL PHOTOS BECOME THE PROPERTY OF MODEL CAR SCIENCE. SEND YOUR ENTRIES TO: "THE MCS MONKEE CONTEST," 131 BARRINGTON PLACE, WEST LOS ANGELES, CALIFORNIA 90049.

continued from page 14

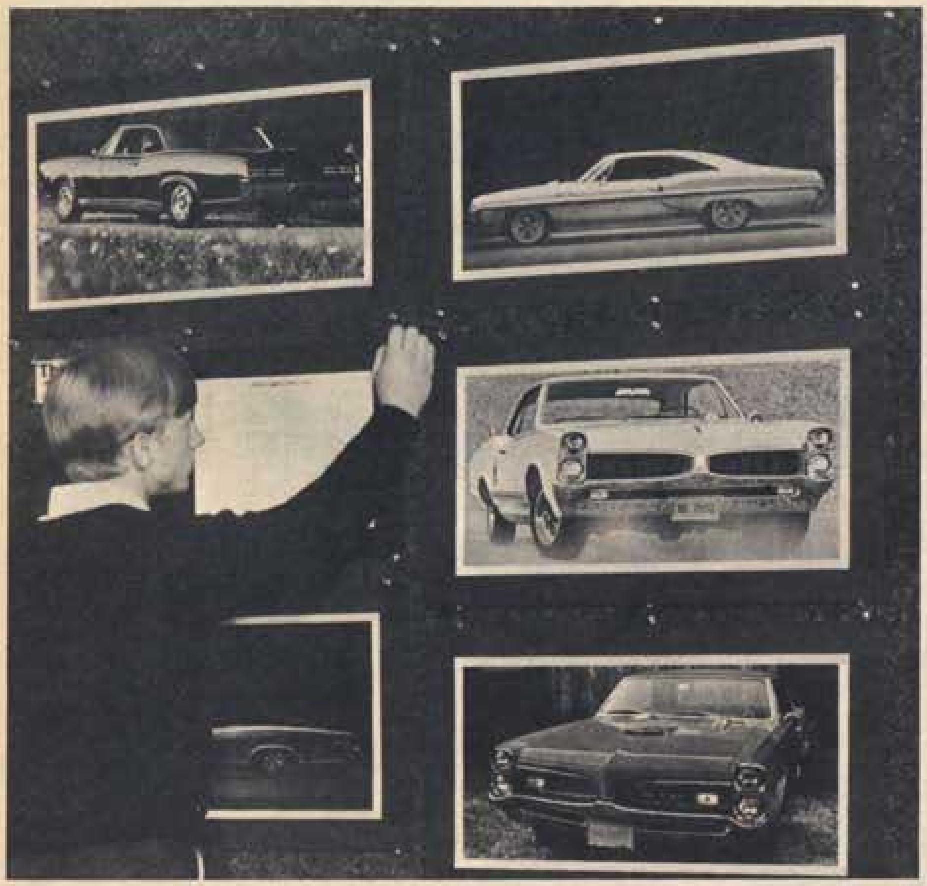
For cycle buffs, here are two more from Pyro's line of winners: the Yamaha Catalina 250 cc and the B.S.A. Lightning 650 cc. Cheap, at one dollar each, they come detail stacked, with colors molded in; plus with soft vinyl tires and separate chrome wheels. Working features include wheels, steering, and kick display stand. Scaled at 1/16. Write for more info to: Pyro Plastics Corp., Pyro Park, Union, N.J.







Dynamic's Dynaflex chassis and their all-new-and-powerful G.E. motor are now available as a movin' combination. The motor, linked to the drive gear with an idler gear, rides up forward for a low center of gravity; allows use of smaller spur gear, smaller pinion gear and smaller rear tires than you could otherwise get with a sidewinder setup. Also available as an inline rig for the same price: $12.95. Contact: Dynamic Models, Dept. MCS., 13755 Saticoy, Van Nuys, Calif.



Really cheap is a good price! And this is it. For the third year in a row, Pontiac is offering five full-color pictures of their GTO, 2 plus 2, and Sprint suitable for framing to anyone willing to part with a quarter (sounds like a must collect 'em). A set of specs and decals is also included. Pictures are large 22" by 12" full color reproductions of The Great One (GTO), The Great Imposter (Sprint), and The Big Brother (2 plus 2). Mail your money to: '67 Wide-Tracks, P.O. Box 888, 196 Wide-Track Blvd. Pontiac, Mich., 48056. And include your ZIP code!





Adjustable coil spring suspension is the new advance in chassis design . . . and Model Rectifier Corp. (MRC) has packed it into their ready-to-race 1/24 scale Porsche Carrera. For power, it uses the FT-26D Mabuchi "short, fat, high speed ball bearing can", mounted sidewinder in a lightweight fully adjustable cast-aluminum frame. Sells for $13.98; and with ball bearings throughout, that's a nice price.

DETAILING THE WILD WHEELIE WORLD OF FUNNY CARS!

DRAGSTERS IN DISGUISE?

THE title "funny car" is a little misleading. There was a time when the name really did fit the cars it was intended for . . . back about 3 years ago when the first of a new type of car showed up at a drag strip. I saw the first of the high wheelie cars when it was just being built by a friend of mine, Dick Branstner. The vehicle was the "Little Red Wagon." It started on paper as a go-fast truck and Dick told me that the first time they gave it some test runs it did the weirdest thing. That being that the front end came up off the ground. After they hit a few strips with the truck that stands up, the whole thing got out of hand. Everyone was doing wheelies.

Meanwhile, Dick's other car (Color Me Gone) was being worked over to move the front and rear wheels ahead. The rear wheels were moved about 15 inches ahead which gives a weird look. Many other car builders were doing these same alterations. Everyone was standing these altered wheelbase cars on their back bumpers and that is what the name implies; acting like a funny car. With all the rear portion of the car behind the rear wheels, they were exactly what they are called — funny.

Wheelie stuff has been pretty much left to certain exhibition (or crowd pleaser) cars, like Maverick's Little Red Wagon, Hemi Under Glass, Shrewsberry's L.A. Dart, etc.

Today the biggest percentage of the cars labeled "funny car" are all out runners and prefer to keep all four wheels on the ground. They are out to race the clock and other cars, and are doing a very good job of it. The Secret Weapon jeep, Flying Dutchman, and some others are way-out. For the most part now the cars are match racing each other and turning in some fantastic times. It may seem strange to see an AMT vacuum formed car at the top of the list of times but their Piranha is a fantastic runner at 200 mph and in the 7 second bracket. Not bad for an over-grown slot car, and they are not through yet. There is another one in the works now and should be something to see when the two come to your local strip to lock horns. Would you believe a funny car Chaparral — wing and all.

Now that we have talked about all that real car stuff, let's get into one of AMT's new Funny Car kits. As you can see, I even took their '67 Barracuda kit and fitted it up to the earlier chassis. Both cars have the same wheelbase so there is no real work involved. The two bodies are interchangeable and give a neat setup. The kit has a close resemblance to the "Hemi-Cuda." Included are a couple of photos of this car and the one Hurst has been running for more than two years now and it is still a crowd pleaser. I'm sure that you model builders will find this kit a real "pleaser," too.

By Don Emmons

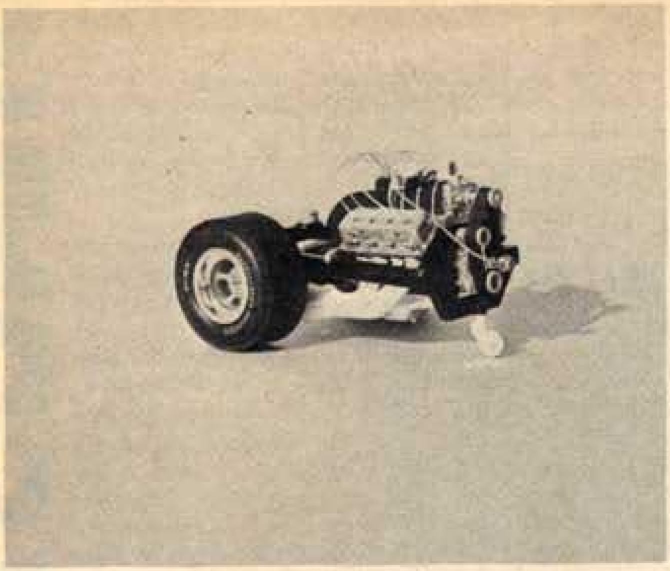




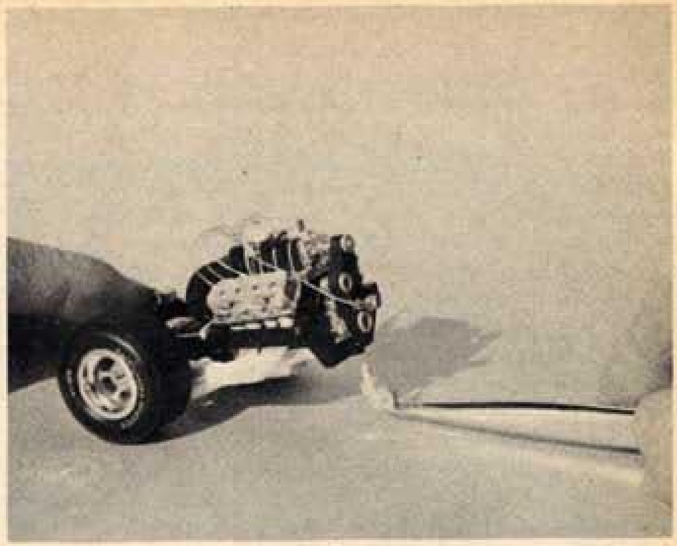




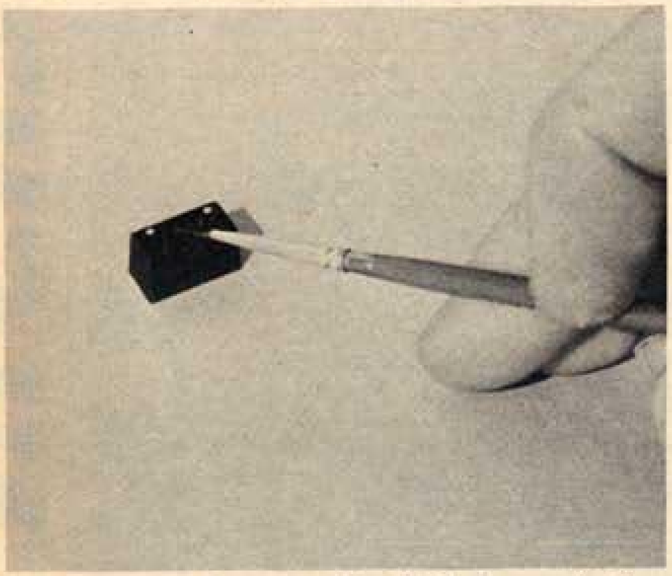
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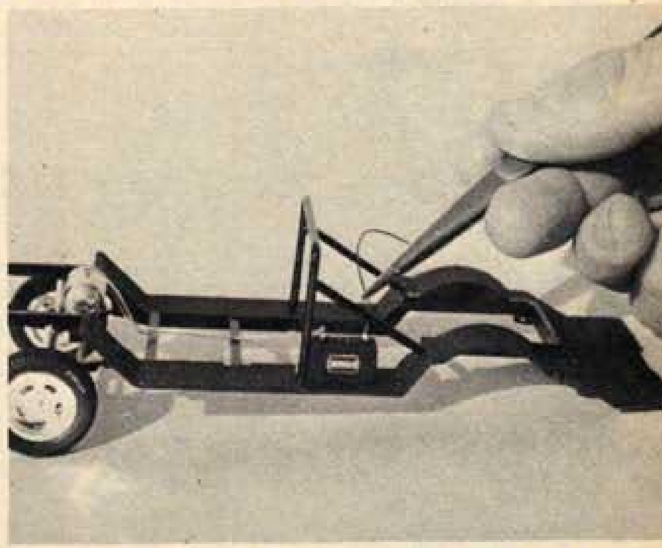
Engine was wired with thread of different sizes. For complete article on engine detailing see page 38.



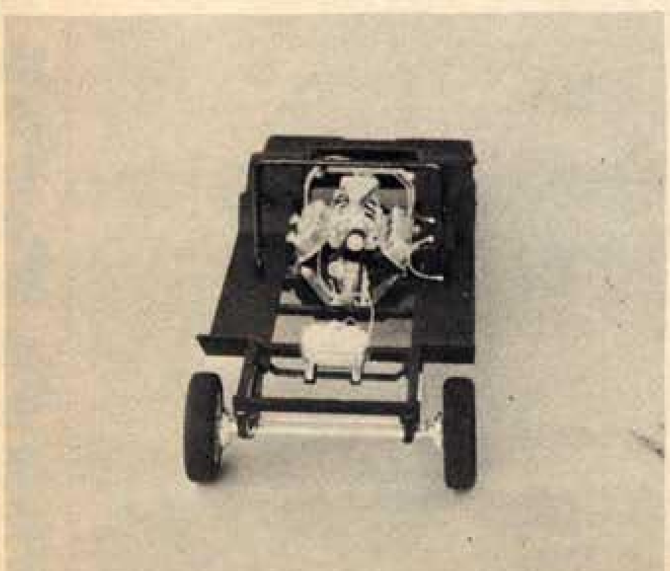
The little wheel is to support front of engine subframe only when working on engine. A small piece of plastic tree was drilled out and glued to frame to take wheel unit.

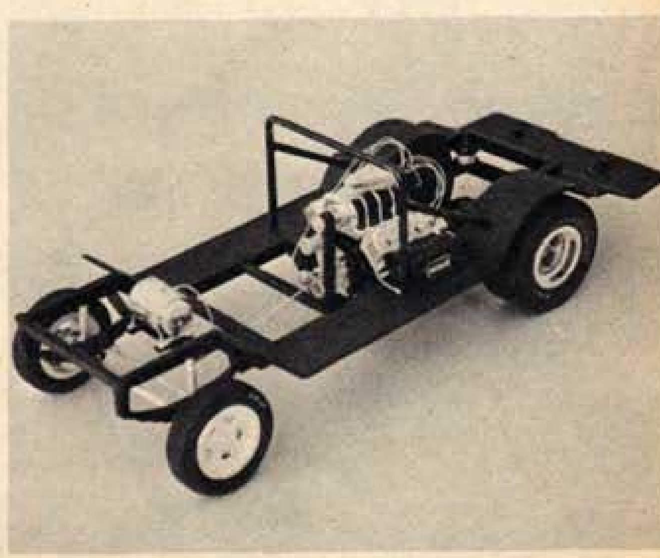


After battery has been painted flat black, the caps should be painted and the terminals get a coat of flat aluminum.

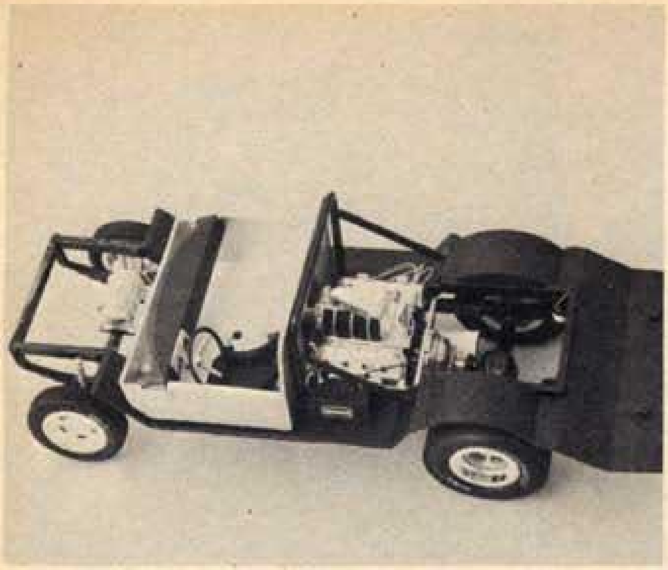


Heavy duty sewing thread is used for cables - lead is red and ground is silver. Glue ground to roll bar and other to the starter on lower portion of engine.





1/8 inch wide strip of sheet plastic was cut and bent to fit the chassis. Small strips were cut and glued crosswise to support fuel tank.



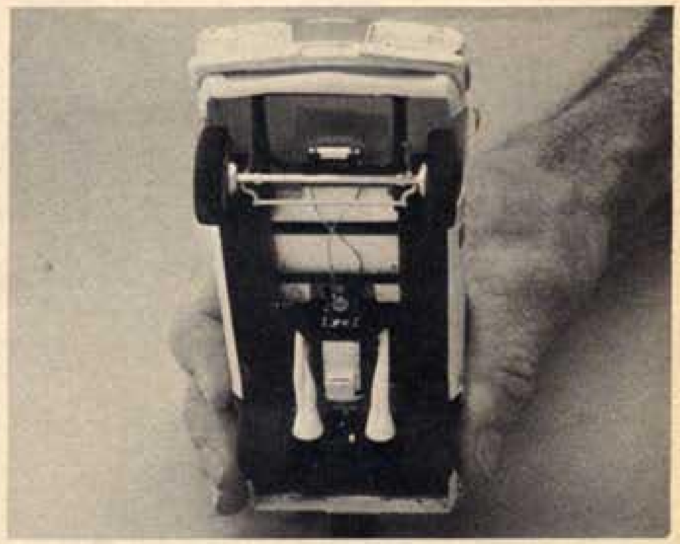
Interior shell was first sprayed silver. Seat and dash are flat black. Seat belts are Flat Roof Brown.



Now that chassis is finished the body can be fitted into place. You can even make it with the entire body hinged at the rear.



Here we see the big Hemi nestled in the rear seat area. Rear window was removed to allow better view of engine.



A look at the underside of our wild racer. Chassis is flat black and frame is gloss black. Headers are sprayed flat white.





Finish is Pearl White on lower body and Candy Gold top portion. Chrome detailing was done with Pactra's Chrome Silver paint.

continued



If you are looking for something different you can use AMT's '67 Barracuda kit using the body with the early funny car kit.



This is a close looker to the kit and could be duplicated quite easily. This is a real stormer — a very hard runner.



Now, this is a REAL funny car. This one likes to stand as straight up as possible, and that's the reason for the caster wheels on the rear.



By Chris Chan

"HA-HA HOSS"

Build a "Buchi" powered funny Mustang for some strictly non-match, road-course-only racing

THE TYPICAL FUNNYCAR IS GREAT at the drags, even in slot car circles, but how do you get one to handle on a road course? High centers of gravity and lots of sharp corners just don't mix. Well a full blown funnycar may never challenge a Lola T70 Mk. II, but you can build one

continued



Add one bod, a 26D can, and a pick-up and you're off to the racing.



Classic's 470 is just one of the many 26d's available.



Using a sharp, strong pointed tool pry off the old end bell.



French heavy-formrar wire is great for high speed rewinding.

that will run away from anything in its class on the straight AND the turns.

The GT350 Revell Mustang was chosen for its relatively short wheelbase. Big stockers don't have any fantastic reputations for quick cornering. Discarding "tail out" driving style altogether, a Dyna-Flex 26D sidewinder frame was fitted into the shell. Although this frame is notorious for eliminating drifts on the stickier tracks, the high roll-center of the car in question probably would slide very well anyway, so I felt that the 4-wheel suspension system was the only solution. The Dyna-Flex chassis DOES handle beautifully, and is fully predictable too, but it doesn't drift.

The Ford funnycar power originates from a highly modified Classic 470. The armature was rewound with 60 turns of French (heavy formvar) #28 wire with a Champion of Chamblee "blow-proof" comm, timed 10 degrees counter-clockwise. Arco 33's were used in place of the stock magnets to increase braking and torque, and the stock end bell was replaced by Simco's new arm brush unit. The Simco end bell serves quite a few purposes: It's open and easier to cool; it uses higher quality and more efficient brushes (now supplied in the package); and it replaces the old "no inner race" ball bearing with a high quality precision bronze bearing.

The gear set includes a Dynamic 12 tooth pinion and one of Versitec's new 44 tooth Nylafil spurs. These Nylafil gears look great, with all the silence and efficiency of nylatron and extra strength built in.

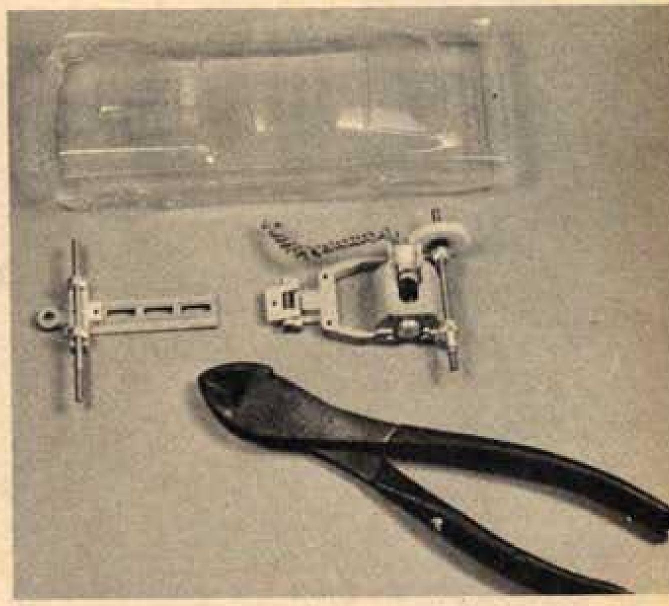
Front wheels and tires are Dynamic mag rims with Monogram 7/8" rubber for a low coefficient of friction. Fas-Trac blacks give plenty of friction mounted on the Ulrich "Halibrand" mags in the rear.

Late additions to supplement the handling characteristics of the car to suit the driver were Dynamic's drop arm and pick-up shoe weights. With the chassis completed, work now turned on the body. The shell was masked off and air brushed with Ulrich's dimensional candy coat. All funnycars have lettering covering almost every square inch of their bods, so the hand lettering was brushed on with Testors lacquers. If you build models you may have some decals to paste all over. The other distinctive traits of funnycars are bizarre rakes, radiused wheel wells and exotic engine equipment sticking out of almost anywhere. The competition stance, or rake, was easily duplicated by mounting the body with the cars' nose waving in the air. Wheel wells and the ram tubes are work of an X-Acto knife.

Admittedly the dragging Mustang does look a bit out of place in a race. But it does go, and fast.



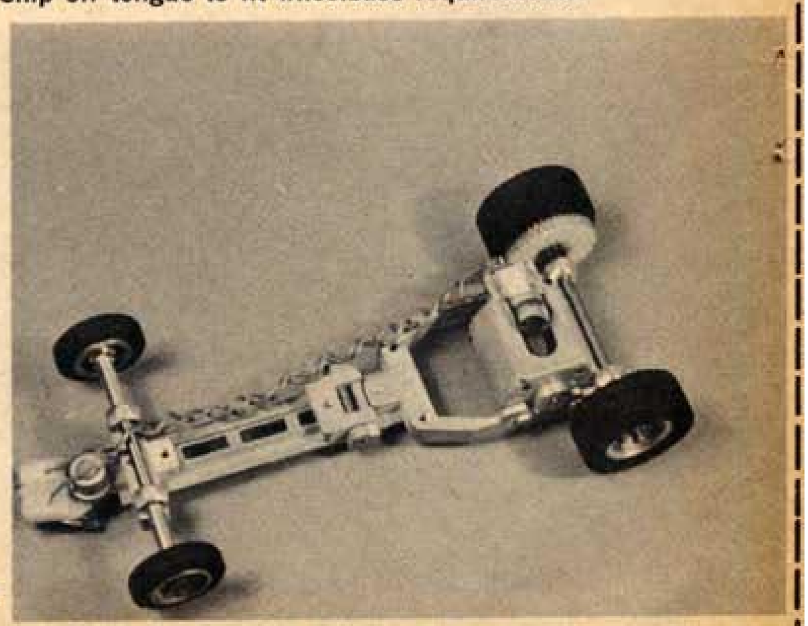
Hot performance layout for the rewind included super strength Arco 33 magnets and Simco's arm brush end bell.



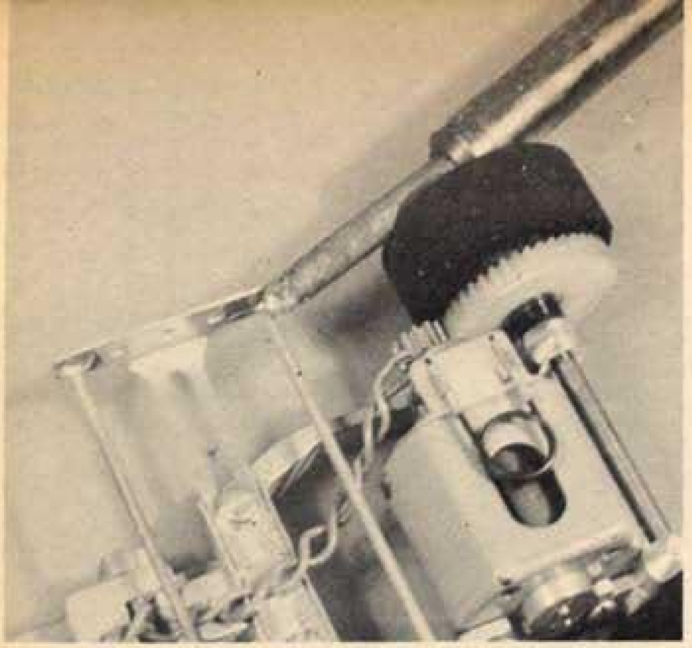
Snip off tongue to fit wheelbase requirements.



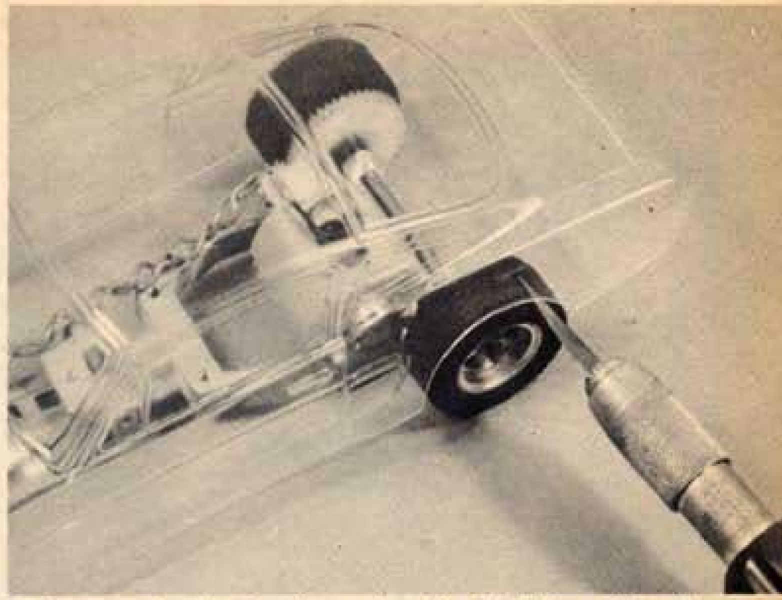
Cement Black Fas-tracs securely to the Ulrich Halibrand mags and have them trimmed and trued to about 1 inch in diameter.



The completed frame is now ready for mounting.



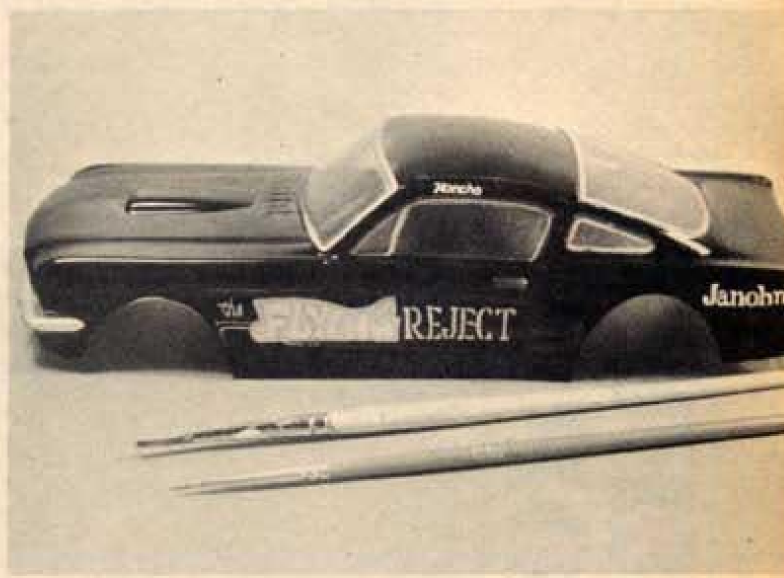
Using the Dynamic body mount, solder K&S 1.16" bin tubing into the holes.



Radius out the wheel wells to clear the big "drag skins."



The mounted funnycar is ready-to-run, but something is still missing.



For a start, the old brush came out to add that sense of grossness.



Ram tubes of 3/32nd" aluminum tubing are fitted into X-Acto knife-drilled holes.

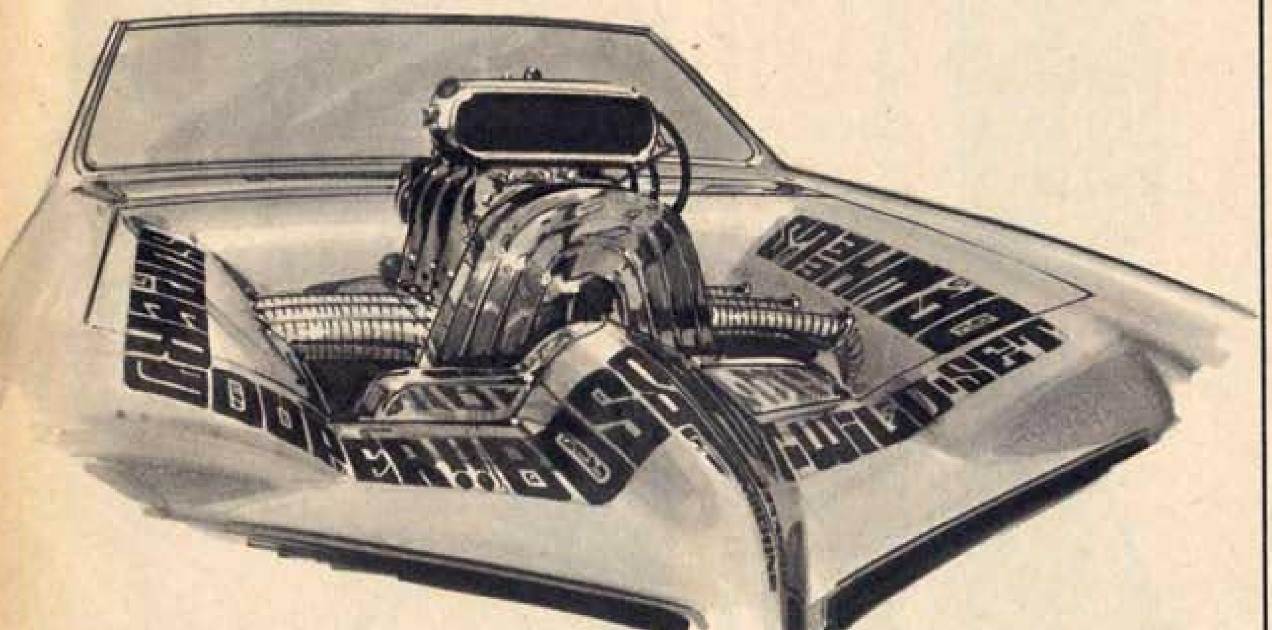


Now this is more like it! And so, to quote an old cliche, "Wanna drag?"

CUSTOMIZER'S WORKSHOP

"MONKEESHINES" . . . Some hot boss ideas for the MCS Monkee Contest!

By HARRY BRADLEY



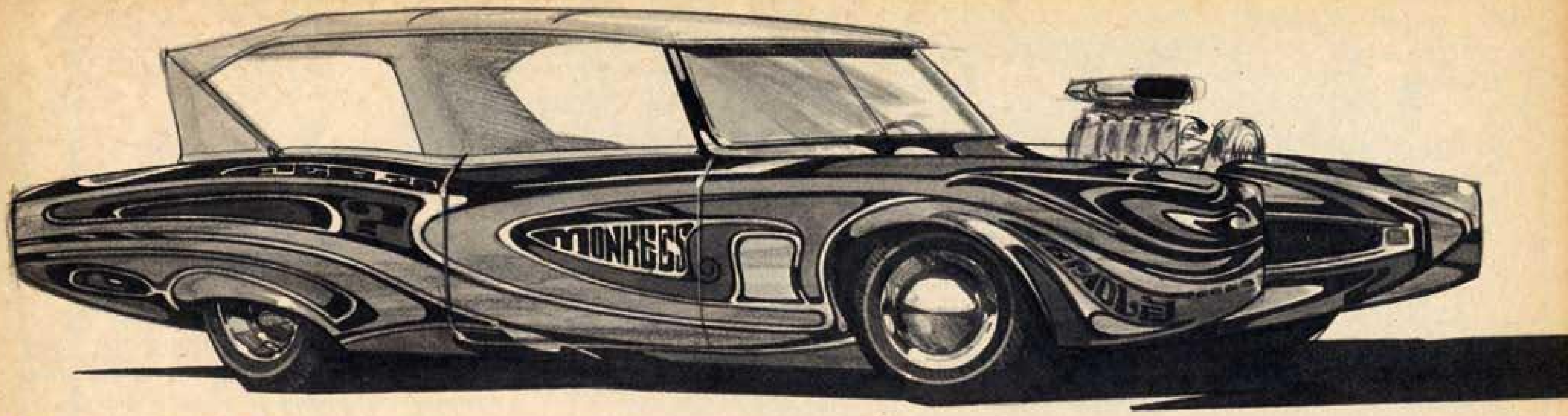
This little exercise will really strain your brain . . . the newest Op-art lettering fad fringes the engine compartment: "Super Duper Boss Machine . . . Monkees' Hot, Wild, Set of Wheels!"

Personally, this is the wildest dealie that I've even let myself get involved in! When the Mad Mod Honcho at MCS started his Monkee contest, I would have sworn that this was the end of the Boy Editor. After all, is the world really ready for an Op-art Monkeemobile? But, that was before I heard about the prizes he's giving away . . . like the $100 going for first place! That's the kind of persuasion it takes to get me to change my way of thinking! And the more I thought about it, the more I started feeling that the world not only is ready for a Monkee pop rod, but probably deserves one.

So, here I am slowly, but certainly, going bananas over the "Super Duper Boss Machine." Actually, this contest isn't as easy as it looks. Sure, there's a lot of surface to work with; but the Jefferies' custom styled machine is so wild to begin with, that it's a problem deciding how to paint it.

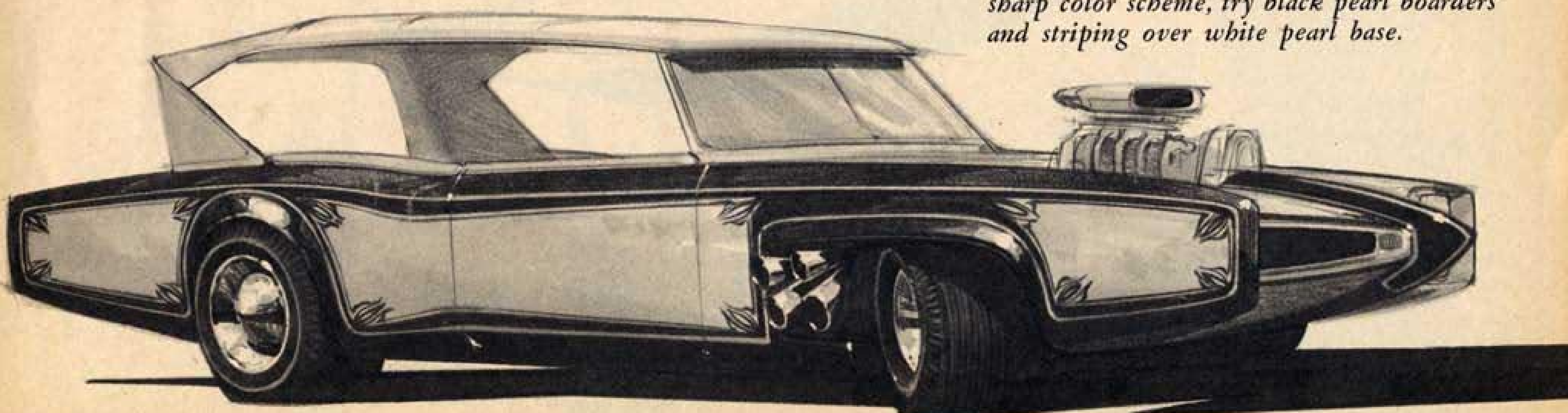
I've worked up a few ideas that you're welcome to try. Some of them would require reworking the kit a bit; i.e., add fender skirts to the rear wheel wells, and fill in the opening in the back of the convertible top. But, that's easy stuff. According to the rules, you can do anything you want to the kit. However, it's how wild you paint the Monkee Tub that'll count the most.

Now, having said all that, I hereby invite you to feast your mod minds upon the op-art thingies my own brain hath created. And if you feel inclined to strike back, send in a few photos of your ideas (color preferred, but black-n-white will pass if you cry a little). Address your entries (as many as you can handle) to: "THE MCS MONKEE CONTEST," 131 Barrington Place, West Los Angeles, California 90049. The deal comes to a close on May 15th, so get on the stick!

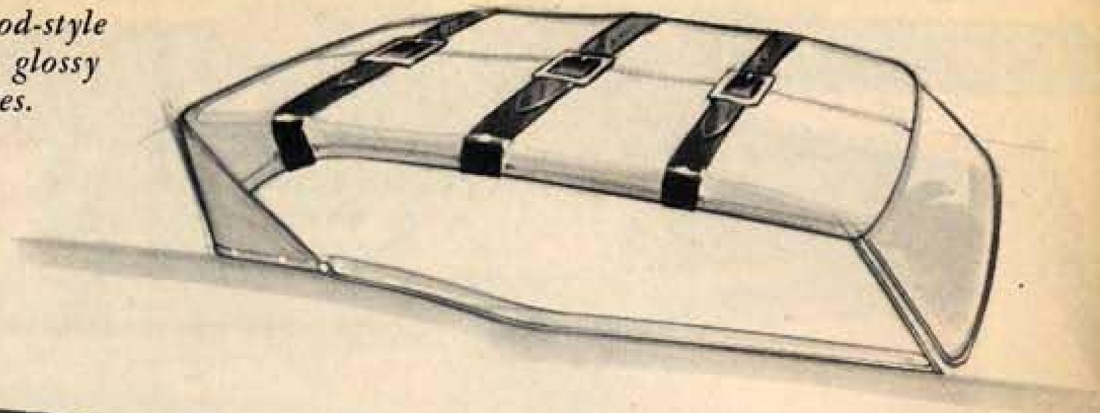


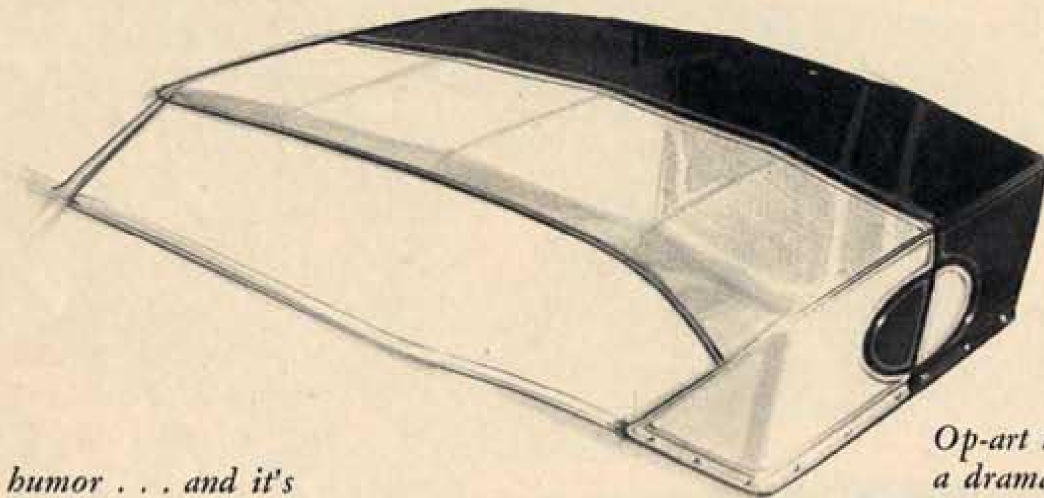
Not a map of the L.A. freeway system . . . this Op-art paint job is comprised of many colors and flowing shapes. Work out a pattern on paper, then lightly copy it on the car.

This mod styled job requires a steady hand and a fine pointed quality brush. For a sharp color scheme, try black pearl boarders and striping over white pearl base.



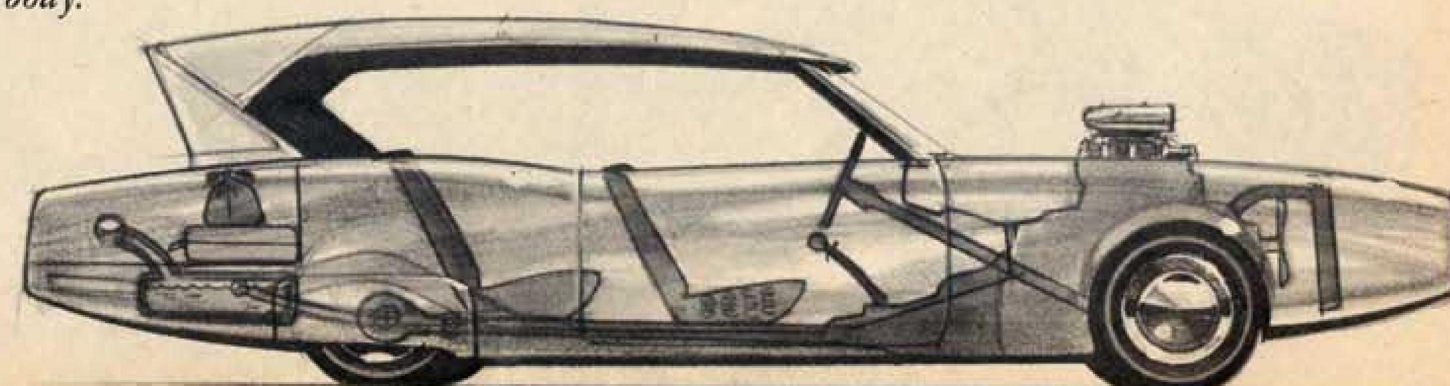
White canvas top set off with Mod-style belts over each bow. The belts are glossy black with chrome or silver buckles.

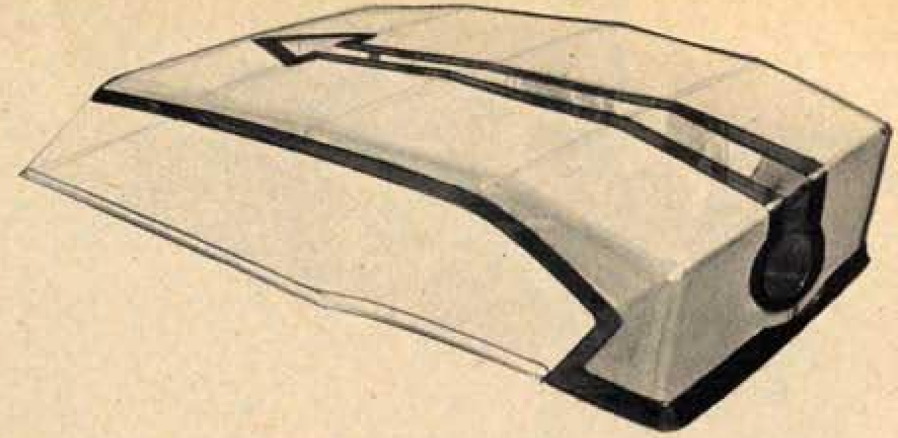




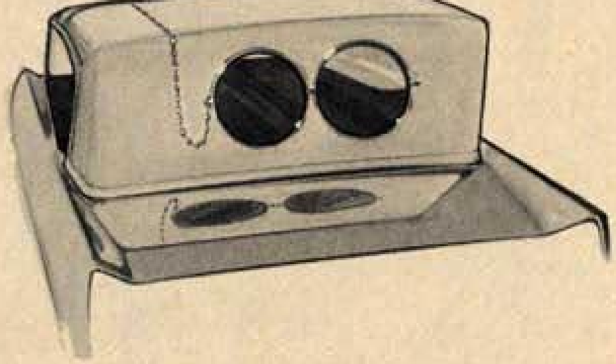
Op-art top in glossy black and white creates a dramatic effect . . . especially around the back end area.

Op-art has a sense of humor . . . and it's supposed to see the world as it really is. Thus, this X-Ray paint job! All the elements of the car are painted on the body.



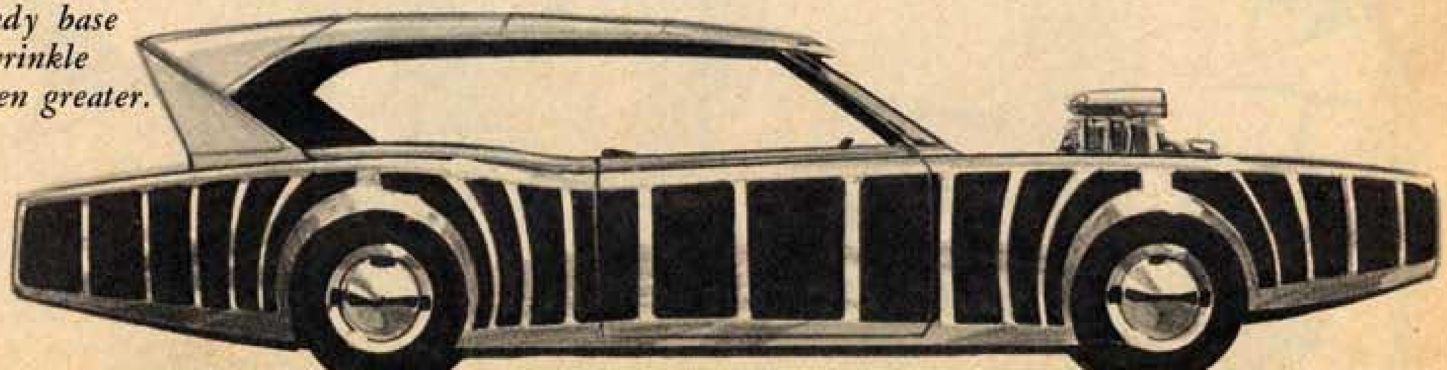


White canvas and shiny black vinyl effect are used around a way-out back window which sweeps up over the entire top into an arrow.



The little old lady from Pasadena left her spectacles behind. The chain could be real or painted on.

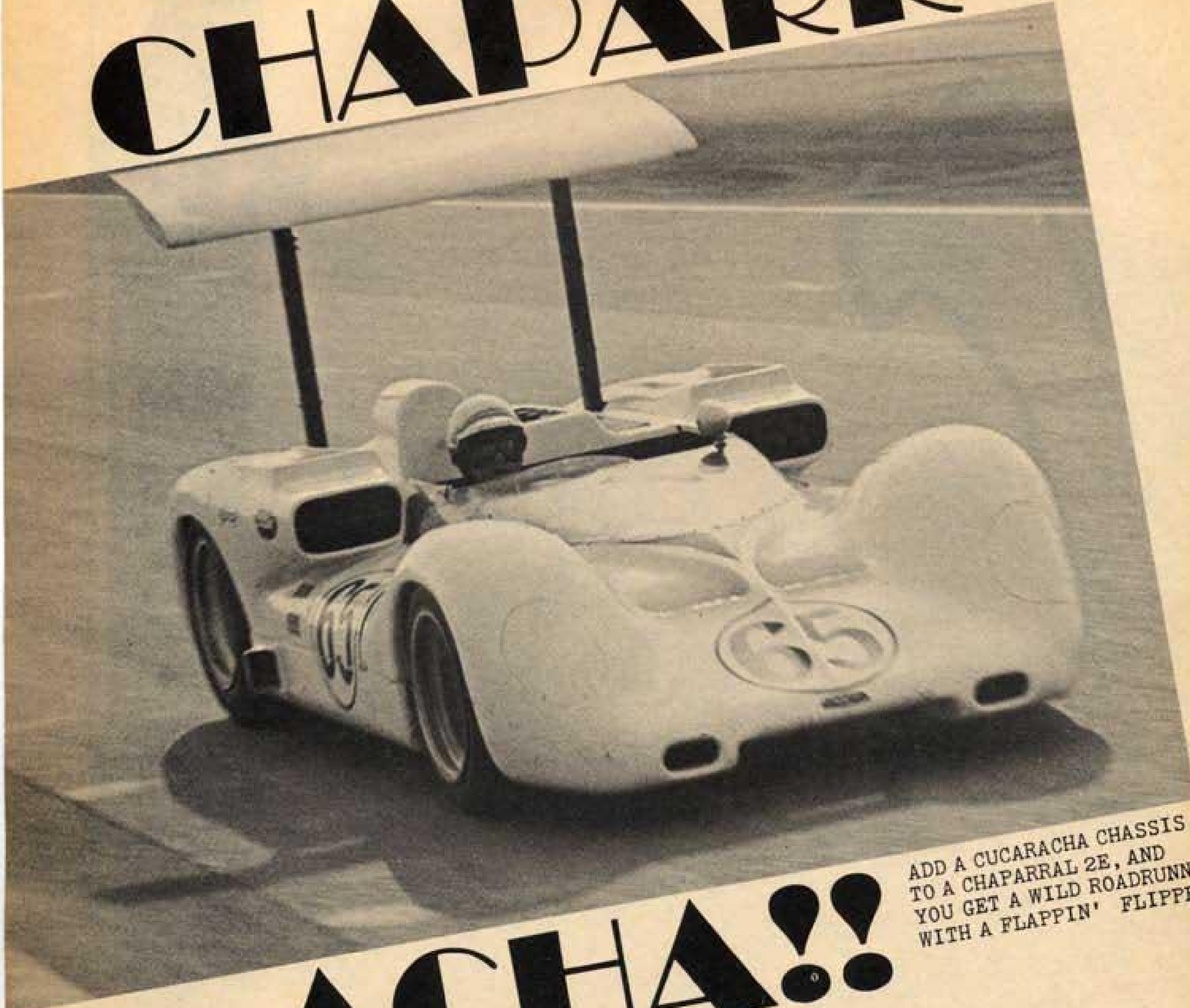
Illustrations by Harry Bradley



The visual trickery of op-art comes on here in this bold simple pattern. Candy base color with dark areas in flat or wrinkle finish paint makes the contrast even greater.

By Chris Chan

CHAPARR-ACHA!!



ADD A CUCARACHA CHASSIS TO A CHAPARRAL 2E, AND YOU GET A WILD ROADRUNNER WITH A FLAPPIN' FLIPPER.

JIM HALL REALLY SHOOK UP THE CAN-AM series races with his winged Chaparral 2E. The highly perched aeron not only sat two feet above the car, but flipped up and down as well. Zipping down the straight, the wing ran parallel to the ground to minimize pressure, while in the corners it pointed sharply downward in front to apply pressure and increase traction.

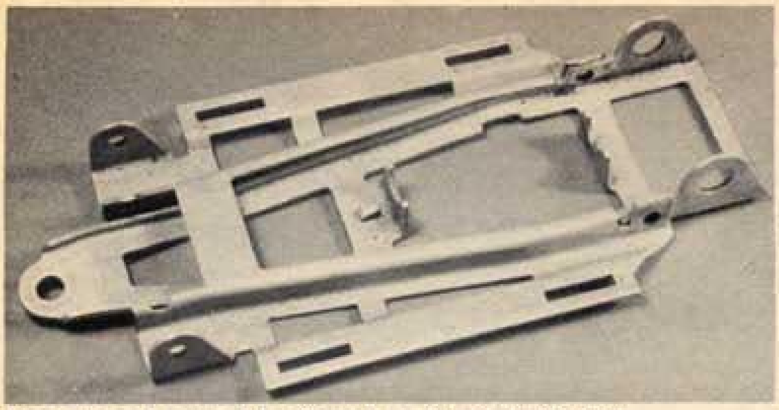
Lancer makes a beautiful 1:24 scale duplicate of the 2E and its famous spoiler, but getting it to operate is the problem.

The simpler the design, the easier it will be to repair was the original theory behind our Cucaracha-Chaparral project car; so it was decided to actuate the wing by means of "motor torque." A small, hardly detectable piece of piano wire triggers the spoiler action.

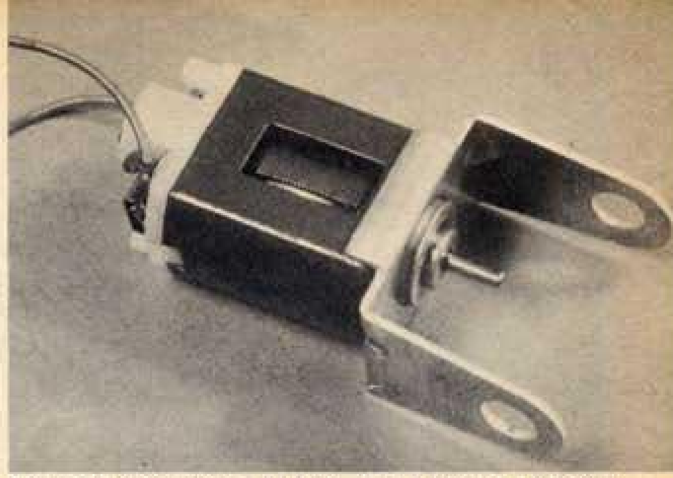
The chassis is the basic Cucaracha chassis kit with the only alteration made by substituting Dynamic Chaparral wheels and Fas-Trac black tires. The motor, a Champion 507, was mounted *loosely* into the frame with the Champion motor-axle bracket (modified as shown) attached. Therefore, as torque pulls the motor to one side it will trigger the spoiler to its level position. When the brakes are applied, the motor will stop but the car will still be moving and will bring the motor back to its limit and the wing will be pushed into its down angle.

Due to the excellent handling of Cox's La Cucaracha chassis, only minor alterations were made for proper control. Although aluminum and lightweight plastic were used in the spoiler, the car still tended to lean a bit in the corners; so the firmer foam black Fas-Tracs were run with straight wintergreen and nothing else. Hard Testors' Firestones were set on the front rims for minimum friction and positive braking.

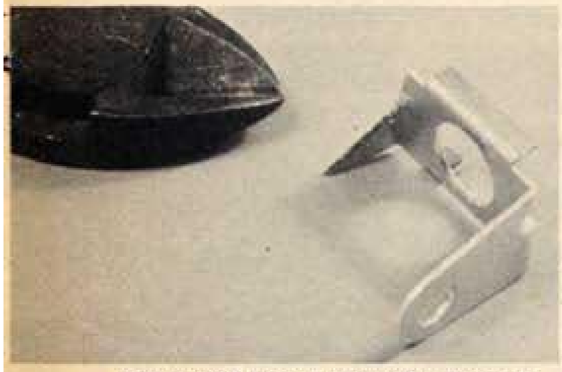
Cox will have in the near future a ready-to-run "Cucaracha 2E" with the same sort of working spoiler and a chassis kit for the "don't-do-it-yourselfers," but this is a way to get the jump on everyone else. And if you think that Jim Hall shook the troops, you should see our machine flip-flapping around the track!



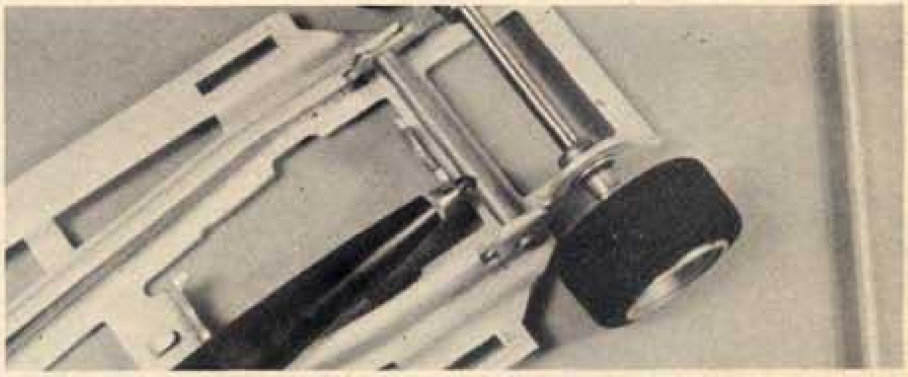
The chassis used is Cox's La Cucaracha kit.



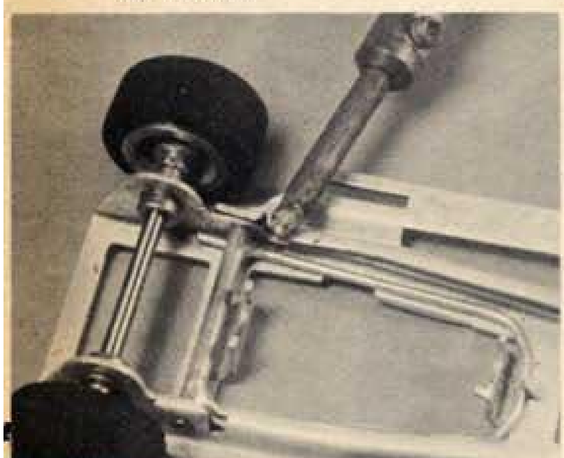
Fit the Champion motor-axle bracket onto the 507.



Trim off the ""arms'' with a nipper, but leave some meat as shown.



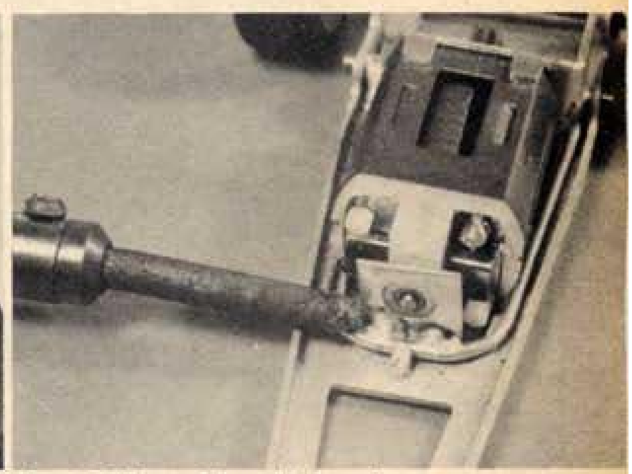
Replace the pivot arm with 3/32" K&S brass tubing.



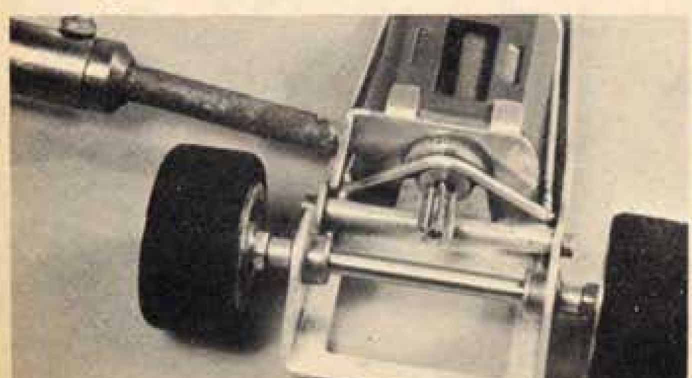
Solder a reinforcing 1/16" brass rod around the motor carriage.



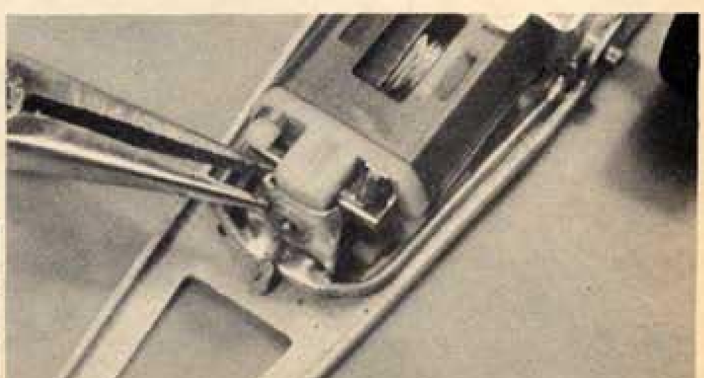
Ream out an old Russkit bracket to fit on the 507's end bell.



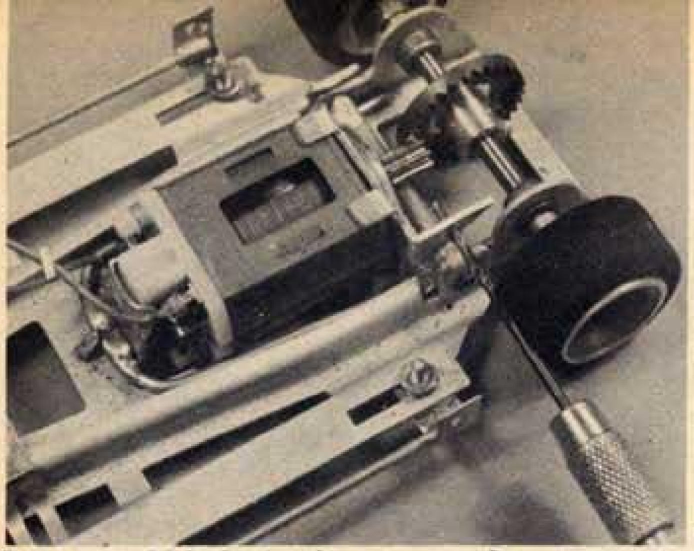
Carefully solder it in place.



1/16" brass rod is again used to return the rear mount of the motor.



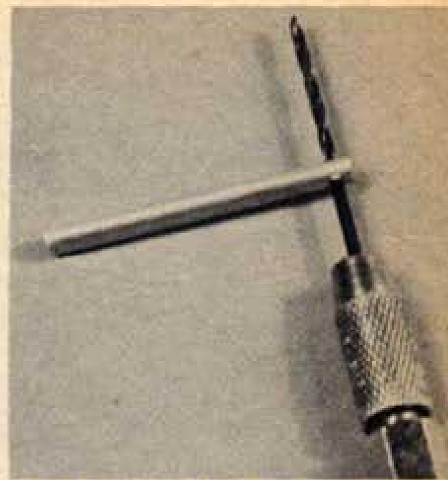
Bend the sides of the front retainer to limit motor travel as shown.



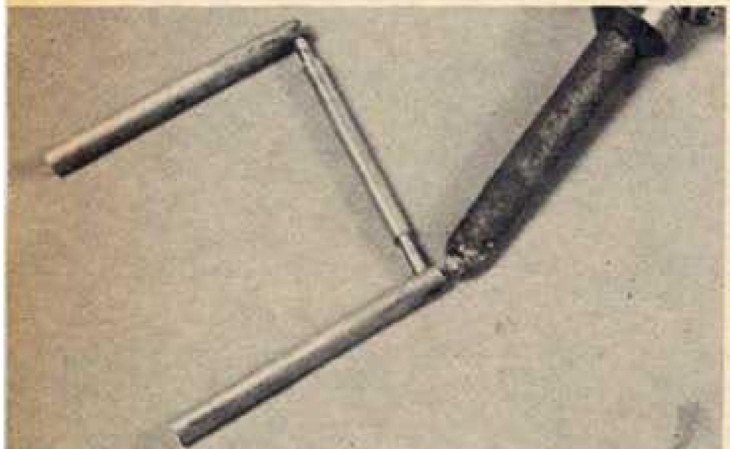
Bore a small hole in the motor-axle bracket's remaining arm. Wing actuator will fasten there.



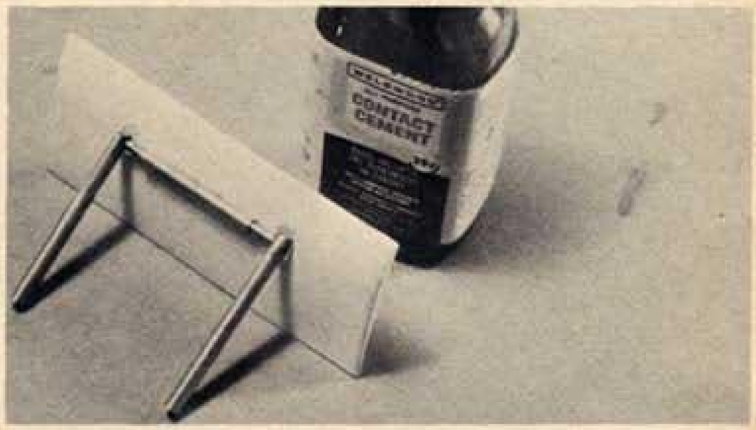
Wing posts are formed of 1/8th" aluminum tubing, slightly smashed into an oval.



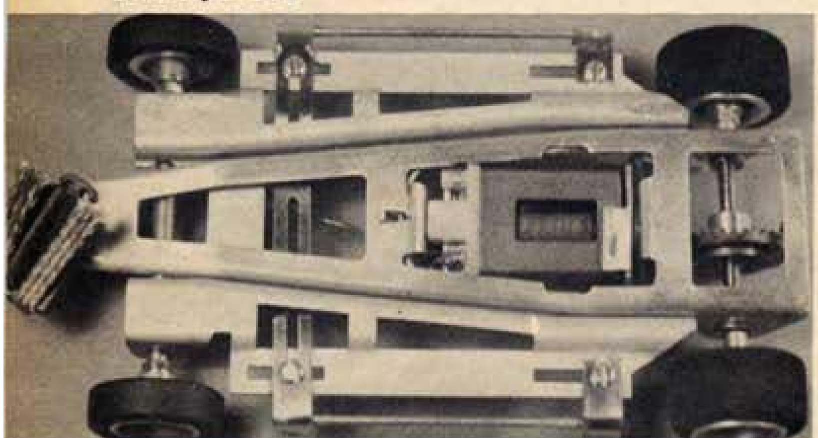
Drill a 1/16" hole in the posts for a pivot point.



Drop solder into posts to hold the 1/16th brass pivot.



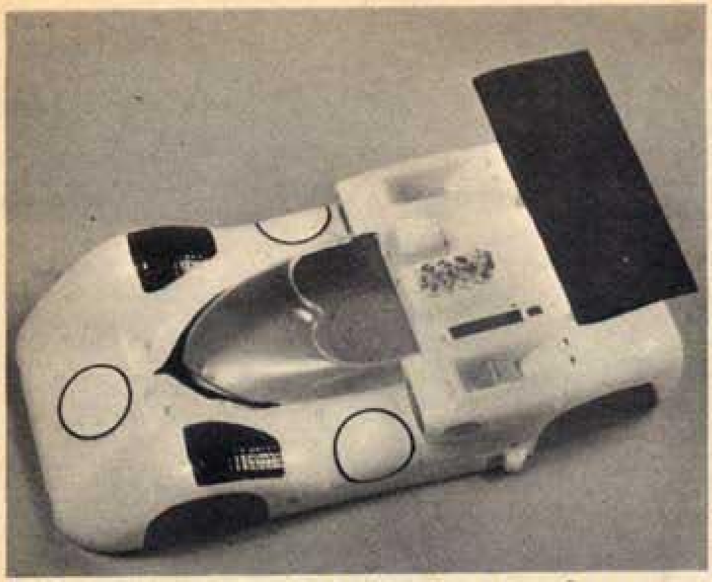
Contact cement and/or epoxy the completed lancer wing to the pivot.



Body mounts are Cox, with K&S 16th" tubing bracing laterally.



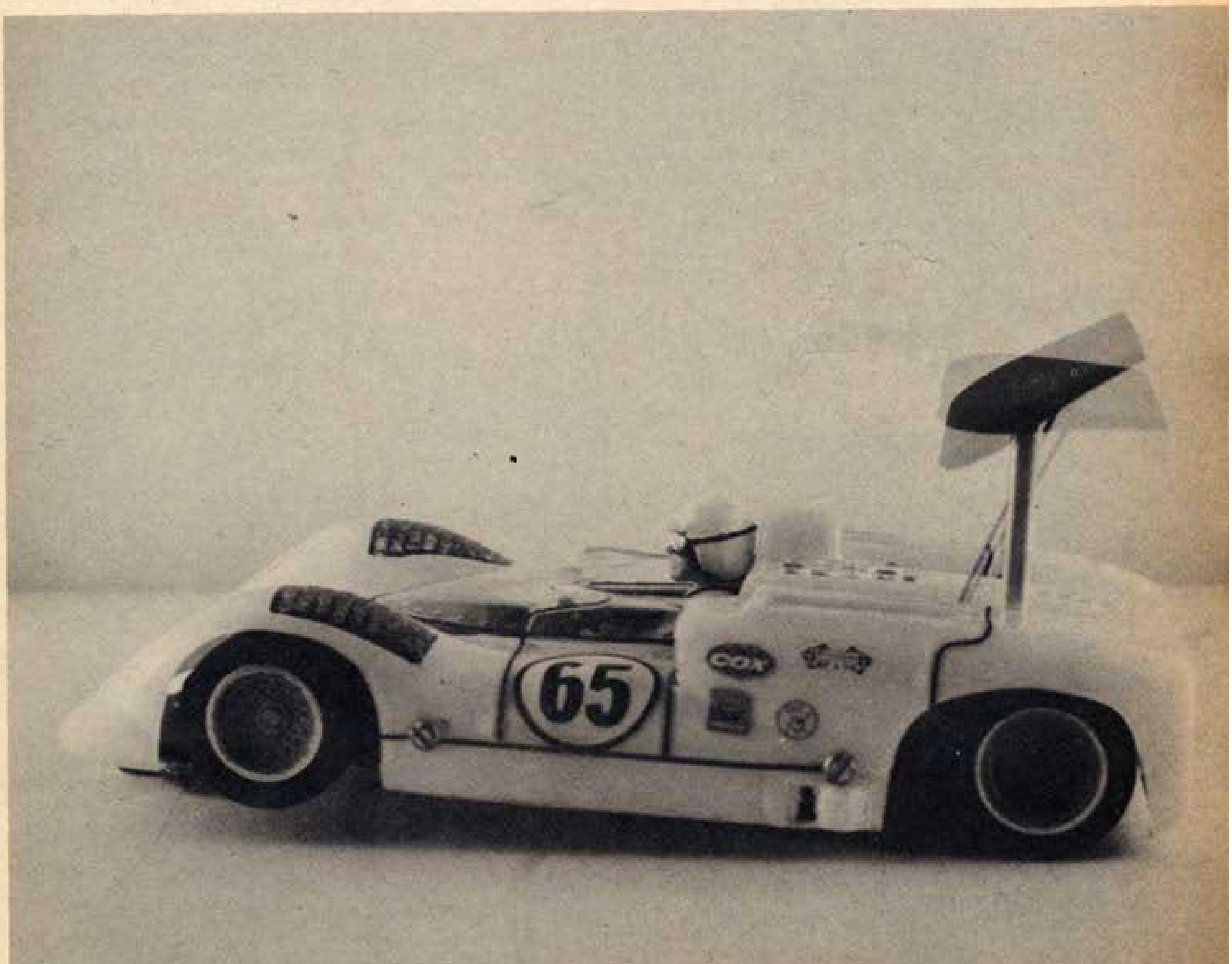
Spoiler awesomely towers over the rear of Jim Hall's answer to aerodynamics.



Epoxy the posts into the body and complete detailing.



The 2E's spoiler flips down for the turn. Most cars, like the trailing McLaren have permanent spoilers that don't move.



Flip-Flap. Scarcely detectable actuator rod pumps sky-high spoiler up and down.

The Phantom Thumb warms up the Mabuchi 26-D.

"TWEAKING" THE GREAT "FAT ONE"

By Speedy Gonzales

THE MABUCHI 26-D IS MAKING INROADS into the established lap records around the country; and running for the best part, merely stock! But you should see this motor howl when it gets the rewind treatment! Like all motors, however, when the power output goes up, the safety factor goes down. More heat is given off, and certain precautions must be taken if reliability is to be maintained.

Owners of the 500 and 600 series rely on Simco's well-engineered end bells, that allow arm-type brushes to be used. They are inexpensive, easy to mount, and work perfectly. The design of this end bell allows the maximum amount of cool air to reach the commutator, brushes, and armature.

Now that the 26-D has burst on the scene, Simco has gone to work and produced a version of their delightful end bell for this motor. The price is just $1.29, and that includes the bell, brushes, and springs. Installation is simplicity itself. It's simply a matter of removing the springs and brushes, then prying the retaining tabs up. Pull the pinion, if it is the type of motor that has the pinion at the brush end, and slip the old end bell off. While you're in there, why not pop the armature out and remove the magnet retaining clip. The magnets slide right out. Place a piece of Scotch tape on the case side of each magnet and put the magnets back into the case and secure them with the retaining clip. You'll find that the "go" and "whoa" have both been increased by this shimming process, which gets the magnets closer to the armature.

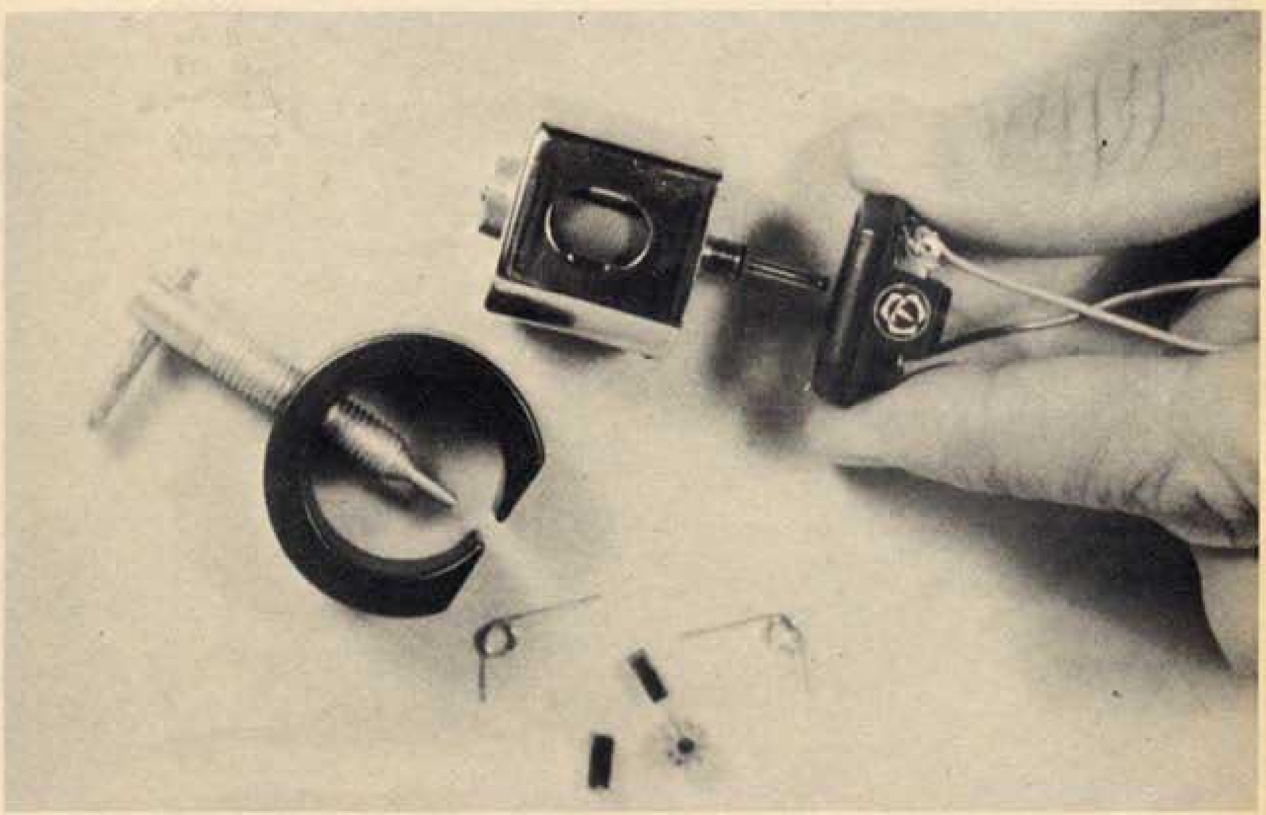
Slide the armature back in place and set the new end bell in position. Sorry amigo, you've lost that dandy ball bearing that was used in the front of the stock 26-D end bell. It won't fit the Simco housing. There is a good oilite bearing in the Simco, however, and if you ever save up a few pesos, you can always replace the oilite with a ball bearing unit that fits.

All that remains is to slip the arm-type brushes in place, up through the slots in the top of the housing. Solder a new pair of Cox Superflex motor wires in place and slip a piece of insulating material (provided in the kit) over each arm of the mouse-trap-type brush spring. Position the spring as shown in the photo.

This motor responds well to pinions with a low tooth count. One such pinion is Champion's excellent 7 toother, and it sells for just 29 cents. Press it in place.

The braking is staggering with this motor, after shimming the magnets and installing that new 7 tooth pinion. Not only will this "can" be faster, it will be more reliable! Really an excellent powerplant for sprints or enduros alike. A lot of performance for the $1.78 it costs. ($1.29 for the Simco kit, 20c for the Cox Superflex wires, and 29c for the Champion pinion.)

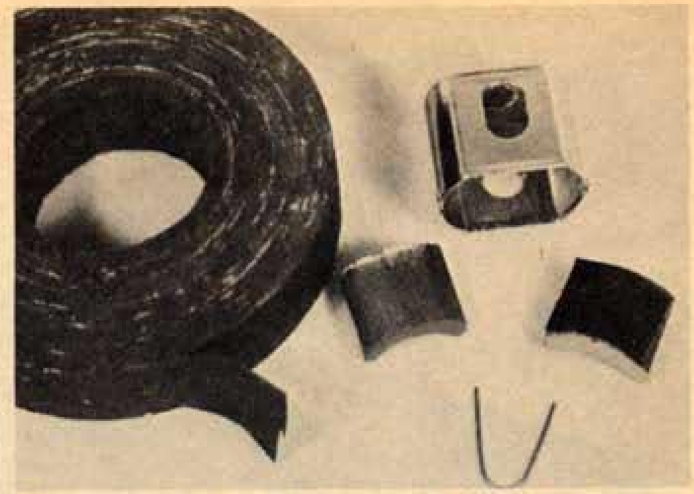
If there has ever been a motor that was a natural for the scratchbuilder, this one is it! Go to it!



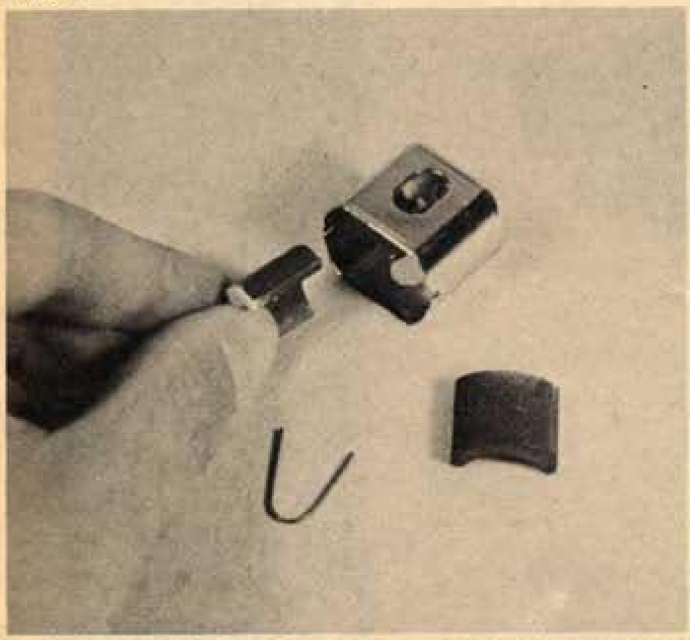
Testor's 26-D was used for this modification article. Begin by removing the brush springs and brushes, after pulling the pinion. Bend the retaining tabs up and slip the old end bell out of the case.

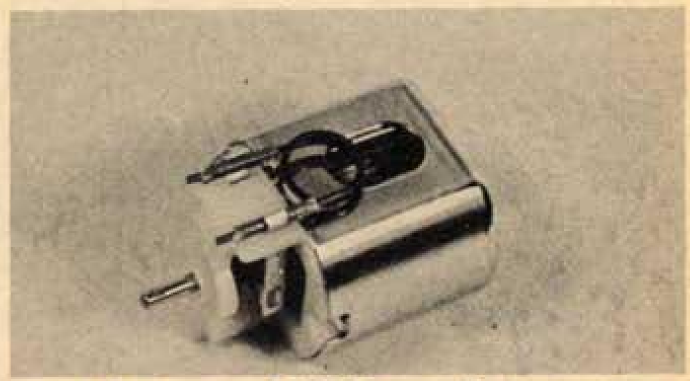


The Simco "Speedy Kit" (that's "Speed Kit," not "Speedy," Speedy! - Ed.) costs just $1.29, and you get the end bell, brushes, and brush spring. A real bargain!



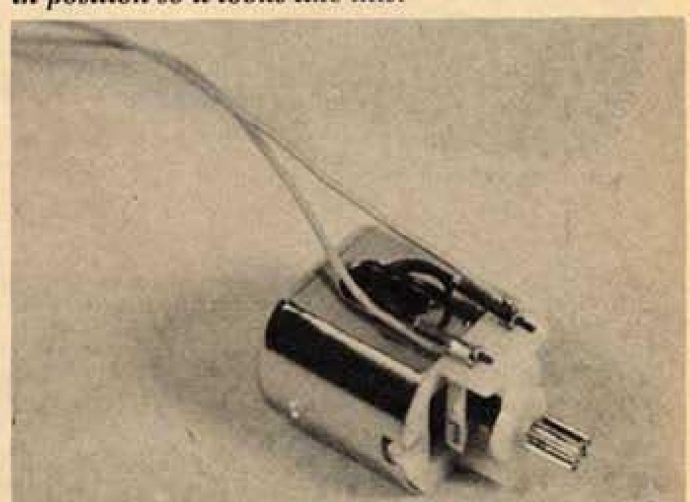
Before you install the Simco unit, shim those magnets. Place a piece of tape on the case side of each magnet. Slip the magnets back in the case and replace the retaining clip. Slide the armature back in the case.





Install the Simco end bell. Be sure the armature turns freely in the bearings. Fold the case retaining tabs down, then install the brushes so the arms go up through the slots in the top of the end bell. Solder the Cox Superflex to the arm tabs where they protrude through the top of the end bell. Install the insulating material on each "finger" of the brush spring, then install the brush spring in position so it looks like this.



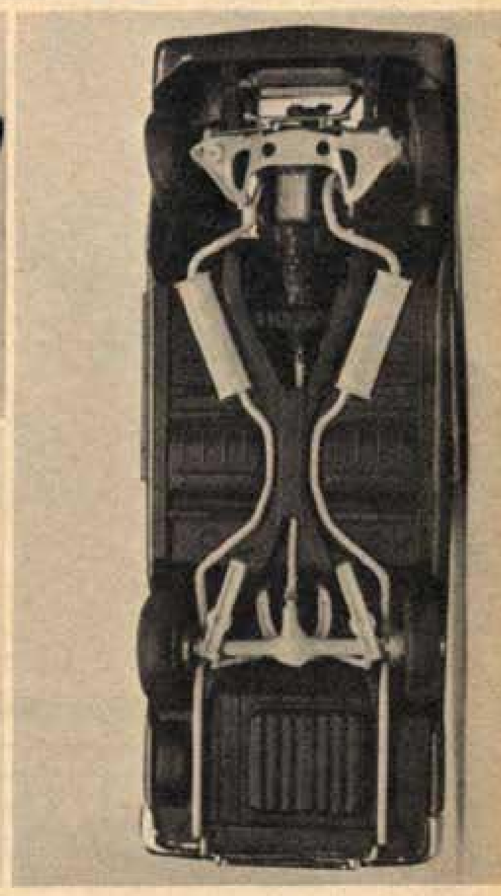


Install Champion's new 7 tooth pinion, and the "fatboy" Mabuchi is all ready to be shoehorned into your favorite chassis. It'll run cooler, yet have better acceleration and braking, with maximum reliability.

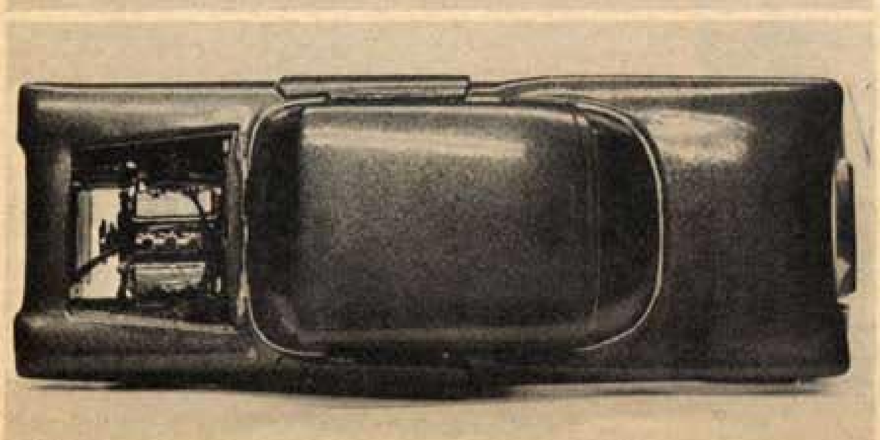


THE TUFFEST WHEELS... and taker of this month's $25 Savings Bond came from Mitch Packer, 280 Park Avenue, Merrick, N.Y. His '58 Chevy sports a rolled front pan, custom bar grille, cibie beams, Ramcharger scoop, and a full-wired 348 Tri Power mill.

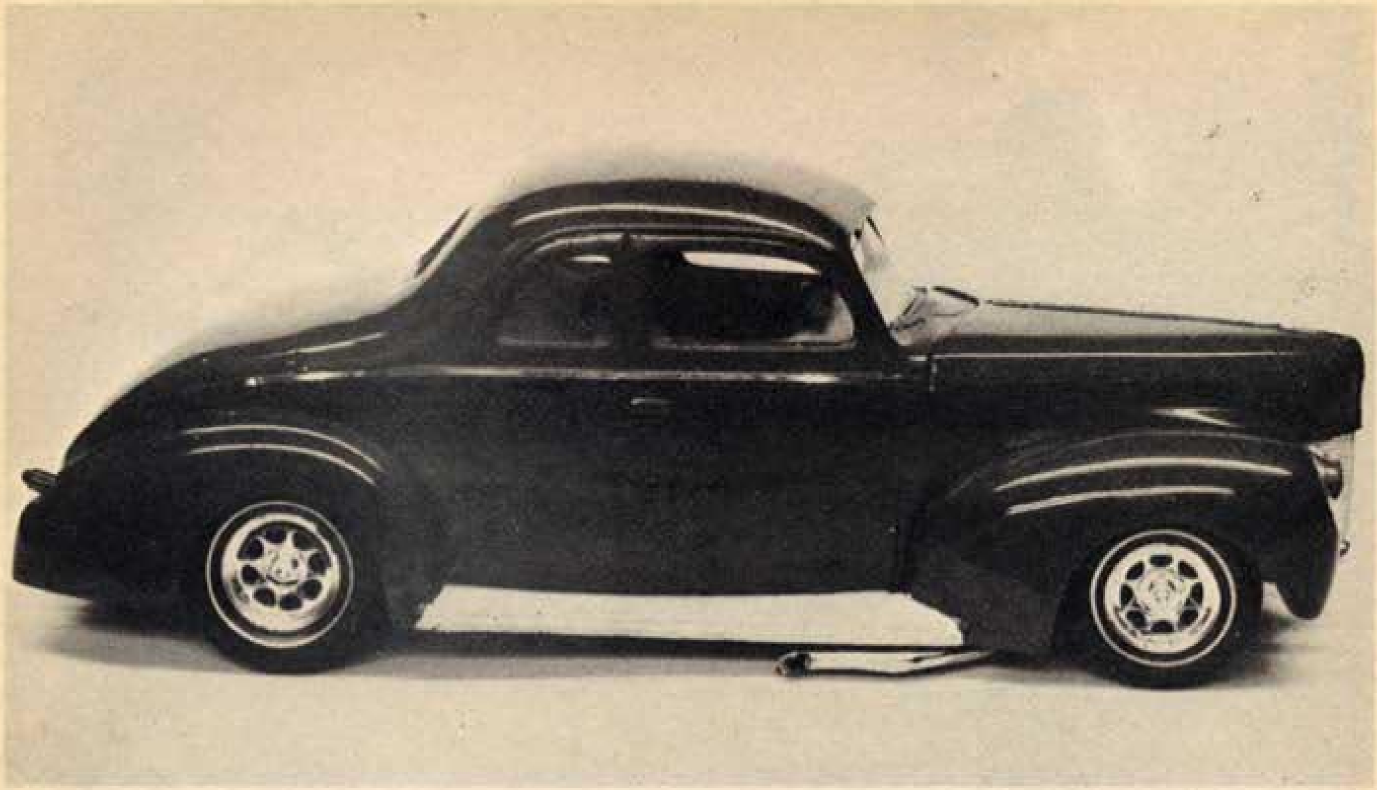


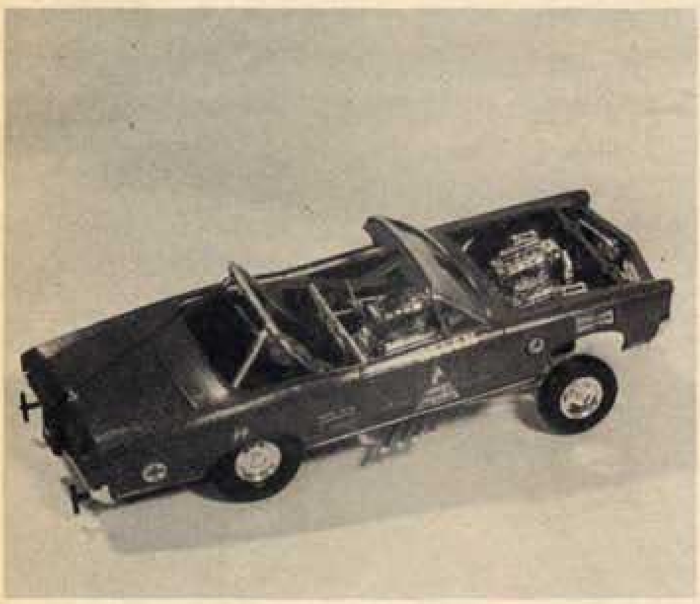






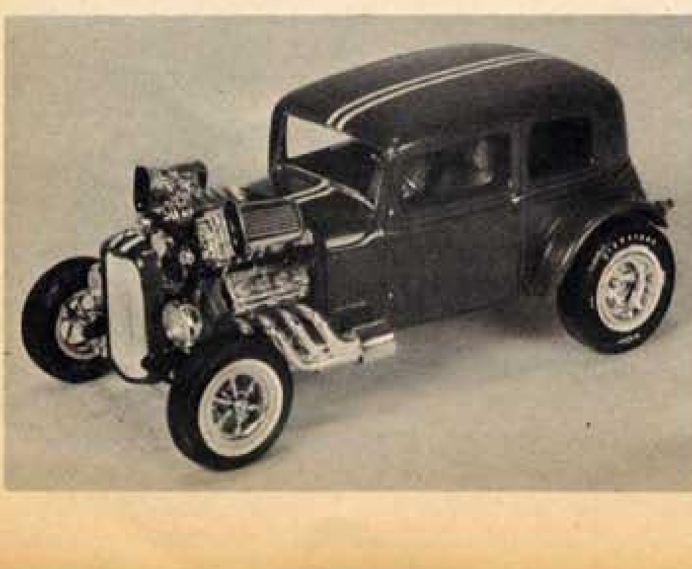
The body has been molded into a single unit, and the doors opened. Interior is done up in black corduroy, with two bucket seats. Exterior finish features gold-green metalflake fading into 12 coats of candy green, with a coat of clear over it.





Another clean machine from Mitch Packer is this '40 Ford streetster, powered by a Dual Quad 401 Buick. Bumpers have been removed and holes filled. Finish is candy red (4 coats), with a cover of clear (3 coats).

Jim Allen, of Concord, N.C., based his "Flamethrower II" on a '66 Pontiac GTO, running with two 421 Pontiac bombs from Revell's Challenger I. Detailed suspension is from a '67 Falcon.

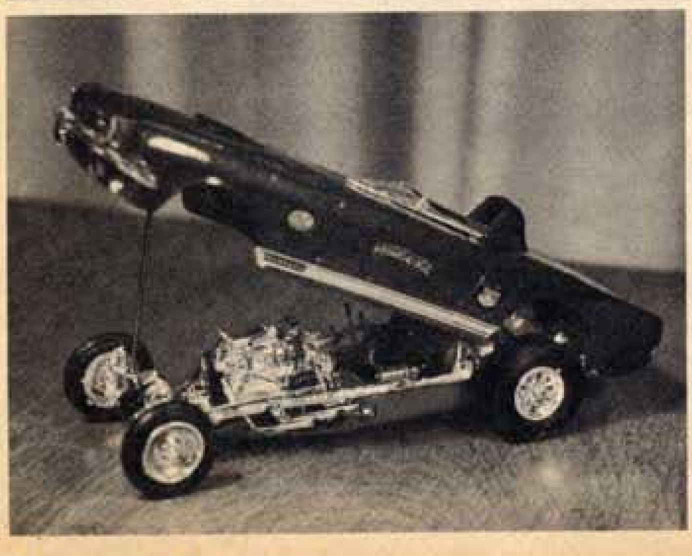


This stacked-for-the-street '32 Ford Vicky came from Geoff Wonnacott, Belleville, Ont., Canada. The engine is a blown '53 Studebaker, full-wired, with a working dipstick. Interior was completely done up in blue rolled leather.

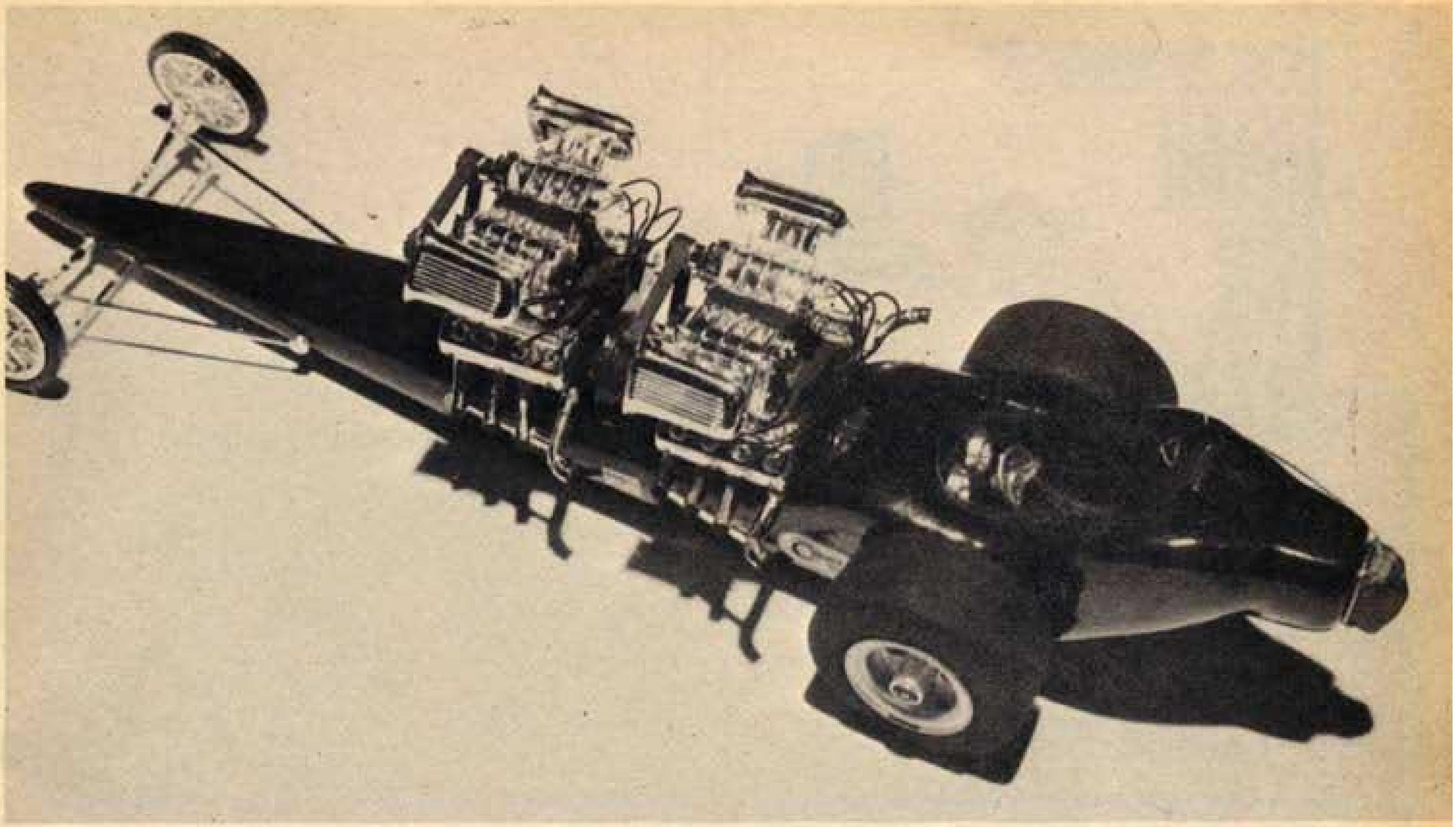


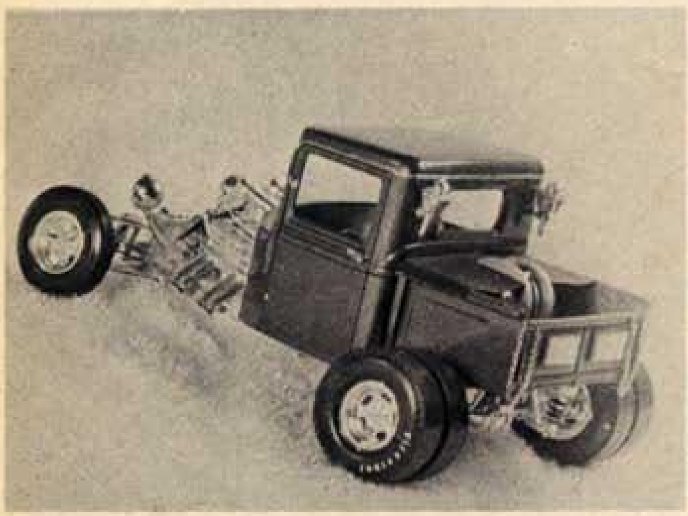


Would you believe a '64 El Camino? It's from John Brandimarte, of Paoli, Pa., who moved half of the passenger compartment up forward. A corvette engine sits beside it. Doors have been reworked into fold-down gates. Grille is from a '64 Ford Galaxie; light housings from a '57 Ford; and wheels from a Pontiac Grand Prix.



It may have a Mustang body, but the "Mongoose" is something else! Steve Moore, from Omaha, Nebraska, filled in the passenger area with plastic, added an IMC '48 Ford SOHC mill, '55 Vette drag chute, and Cox Ferrari windscreen. Chassis, front wheels, roll bar, fuel tank, headers, instruments, etc., were lifted from the Orange Crate.





Billy Anderson, of Houston, Texas, went to balsa wood for the body of this tandem-powered dragster. The engines are two double blown, fully wired Hemi's. Finish is metalflake purple over candy apple red.

From Bob Libke, Milwaukee, Wis., came this '34 Ford pick up, riding on a Surf Woody frame. Engine and coach lamps are also from the S.W.



To build his Drag-Falcon, Marty Hansen, of Lafayette, Ind., used an AMT '66 kit, added a scratched hood scoop, roll bar, and radiused the rear wheel wells. Firestone tires and ten inch slicks ride on American mags.

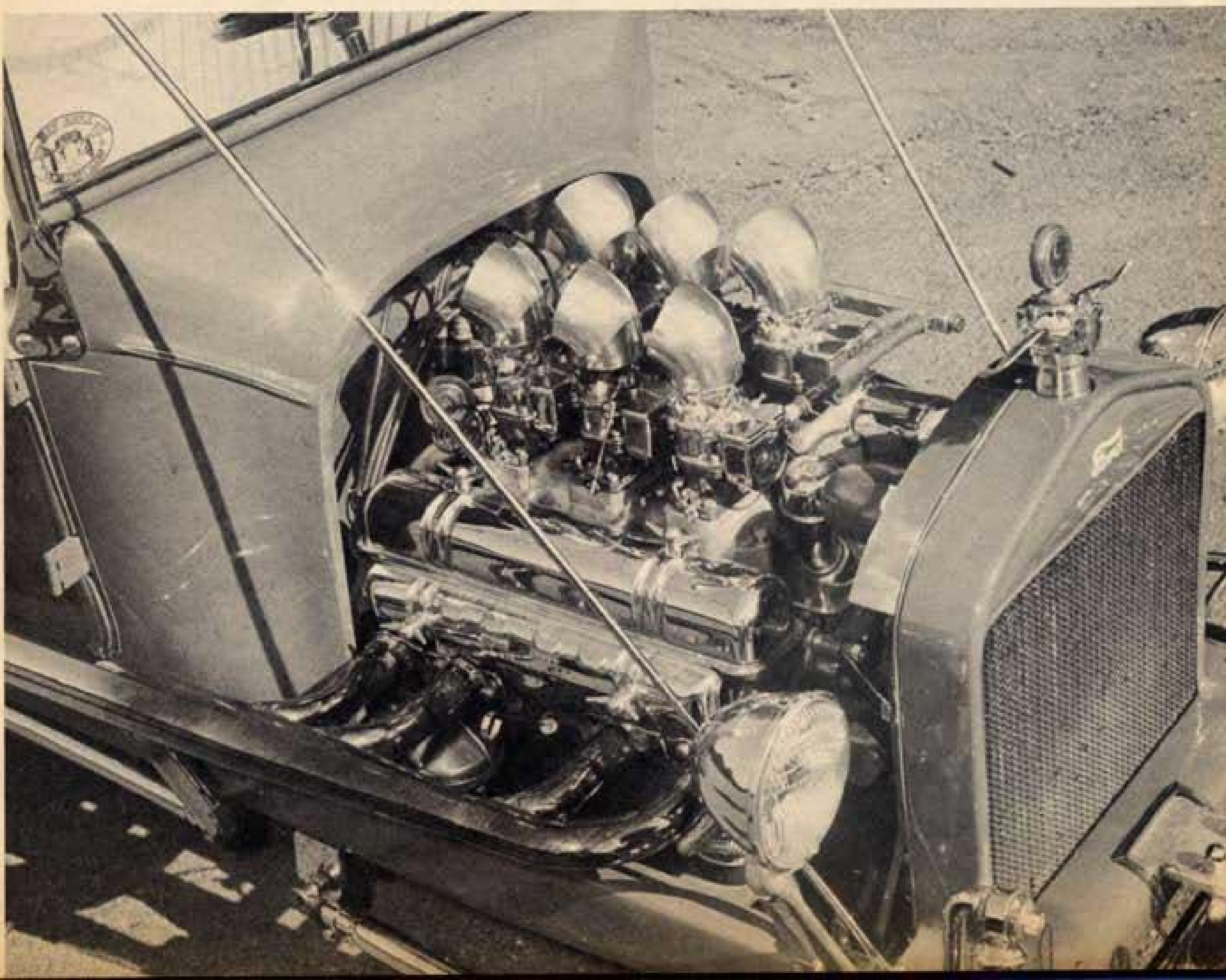


"ENGINES ARE FOR WIRING!"

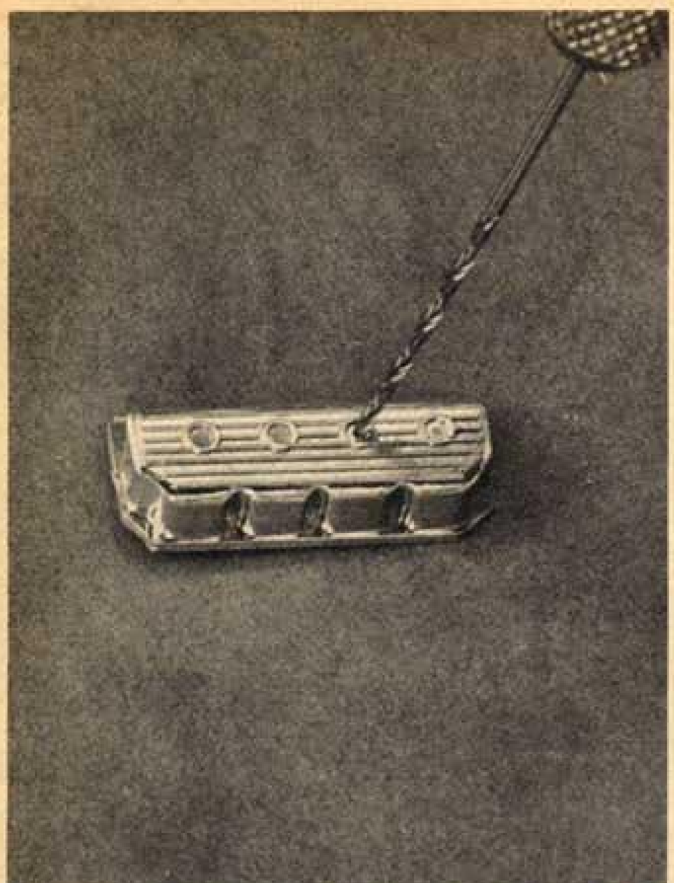
Personally, I would not build a model without wiring the engine. The real thing comes off the line ready to go. Well, a model should be built the same way and should be finished or detailed in the same manner.

For dragsters and hot rods, the engine detailing cannot be overlooked as this area is as important as the body itself. There would be only one exception to the rule of detailing and that would be in the case of a stock bodied model where the engine does not show at all. Here I would say is up to the builder as to how much work he wants to put into it. If the model is to be put on a shelf and the engine never seen, then it would be better to spend the time on other areas. On the other hand, if it is going into a model contest, naturally, do the best you can on this very important area. This is true only if you try to make it look as much like the real thing as possible. By this I mean using supplies such as wire, sewing thread, aluminum tubing, and anything else that will help, as long as it is in proper scale. Improper use of these things can harm the looks of a model more than if it were left plain. An example of this would be using heavy duty sewing thread for spark plug wires and fine thread for fuel lines. Remember to keep details on the model in relation to those items on the real thing.

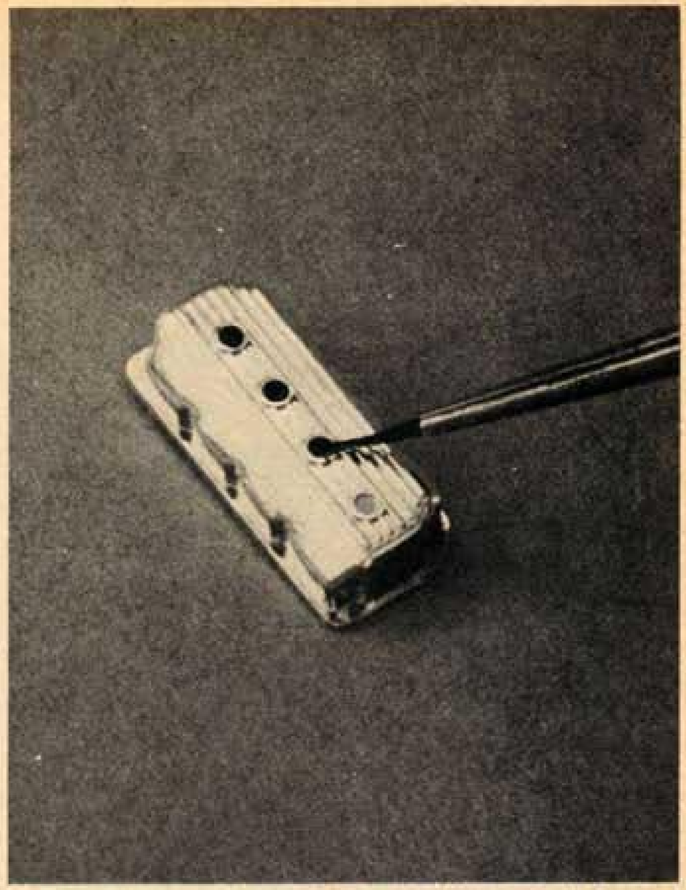
Regular sewing thread works well for the plug wires and comes in a multitude of colors. Before using thread always pull it through a piece of wax to take away the fuzziness. In the next few issues I will try to explain how I detailed different engines in models I have built and include some photographs of these and real cars, also. I think you will be able to use these ideas on engines that you build. They may not always be the same type of engine, but the accessories are about the same from one set to another.



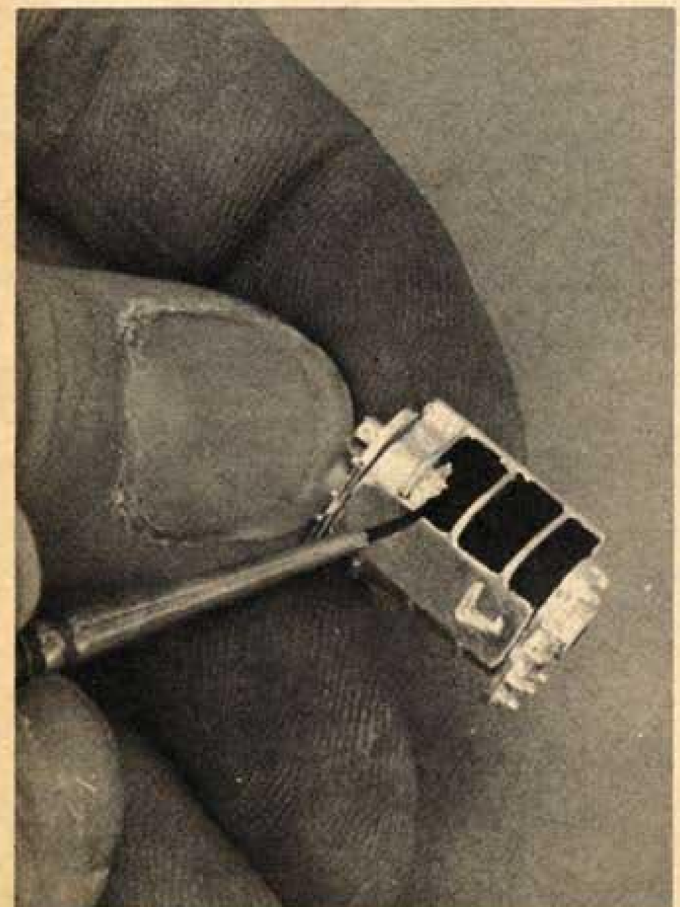
Photos by Don Emmons



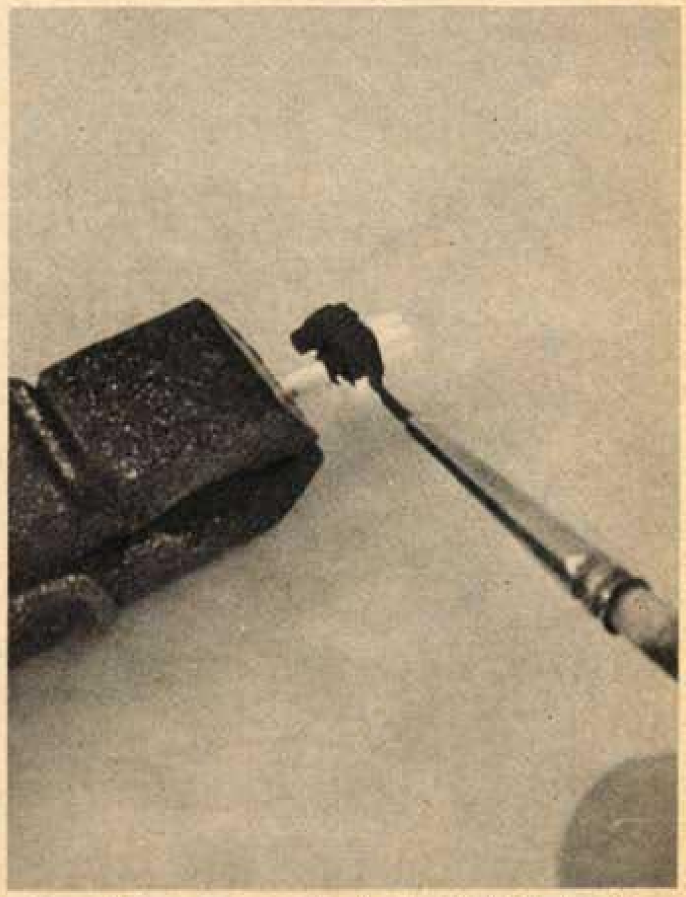
Drill out valve cover holes on Chrysler engine. Use a #60 drill. Spark plug wires will be installed later.



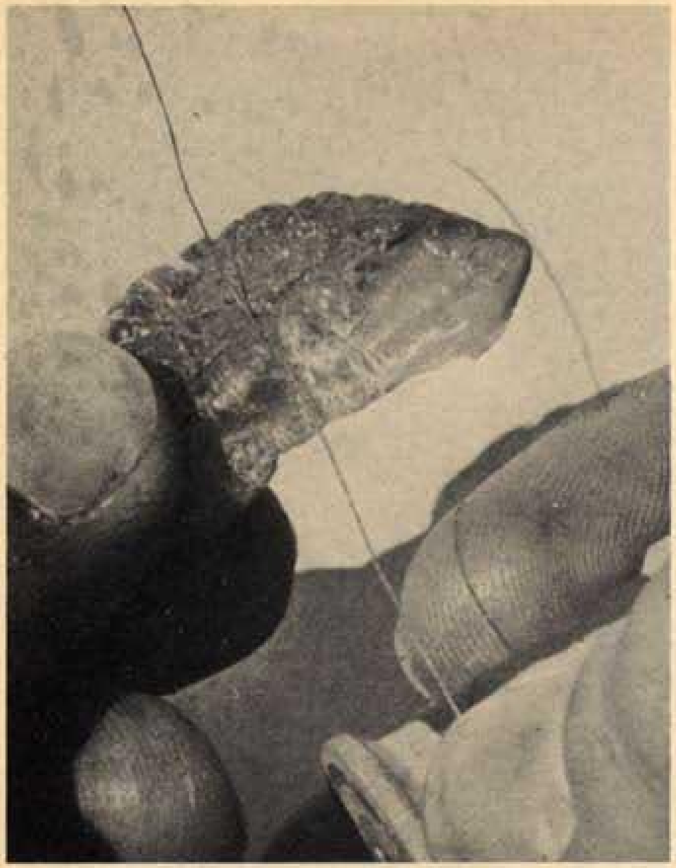
Paint holes that were drilled. Use flat black paint and work neatly so as not to get paint outside the holes.



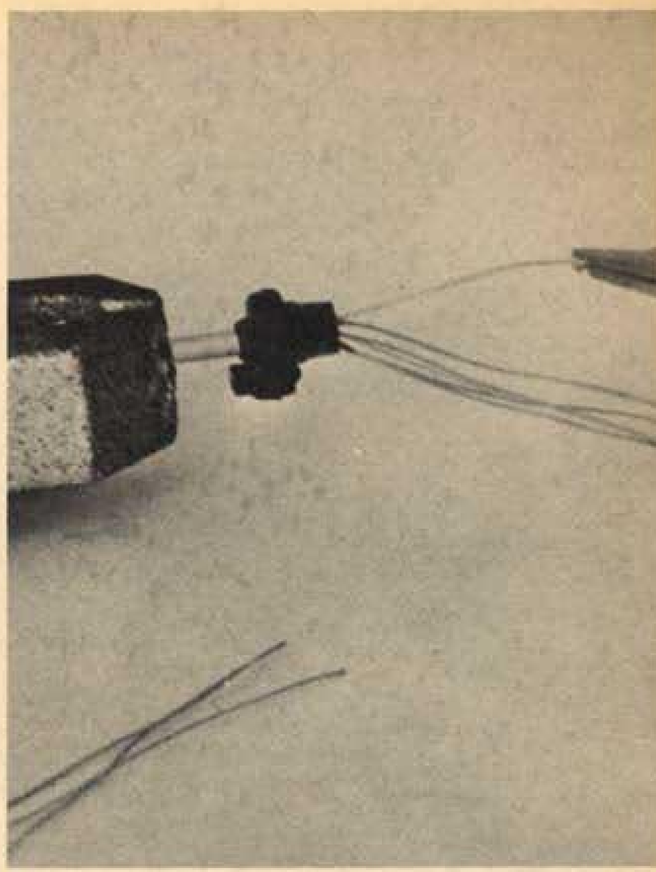
Painting sides of blower really dresses up the engine. Black is used on this one.



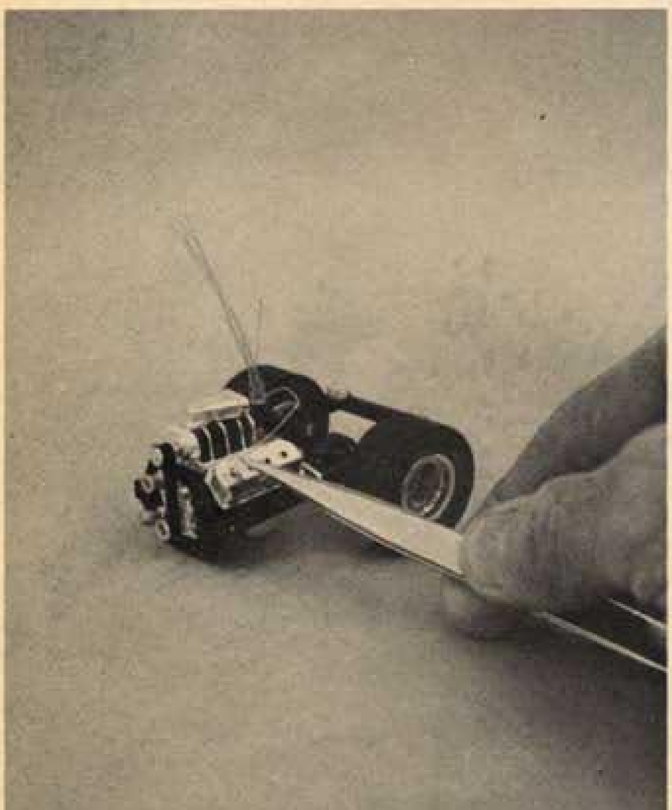
The mag's large center portion is painted flat black and the cap is painted gloss black. Lower portion is aluminum color.



Use sewing thread for spark plug wires. First pull it through a piece of beeswax or paraffin. This eliminates the fuzziness of the thread.



Cut 9 pieces of thread about 1-1/2 inches long and glue each to magneto cap. The ninth one goes in the center, and the other end to side of mag.



Glue mag to engine and let dry. Now pull wires to each hole and cut to right length. Put a little glue on the end of the thread and place it into the hole.

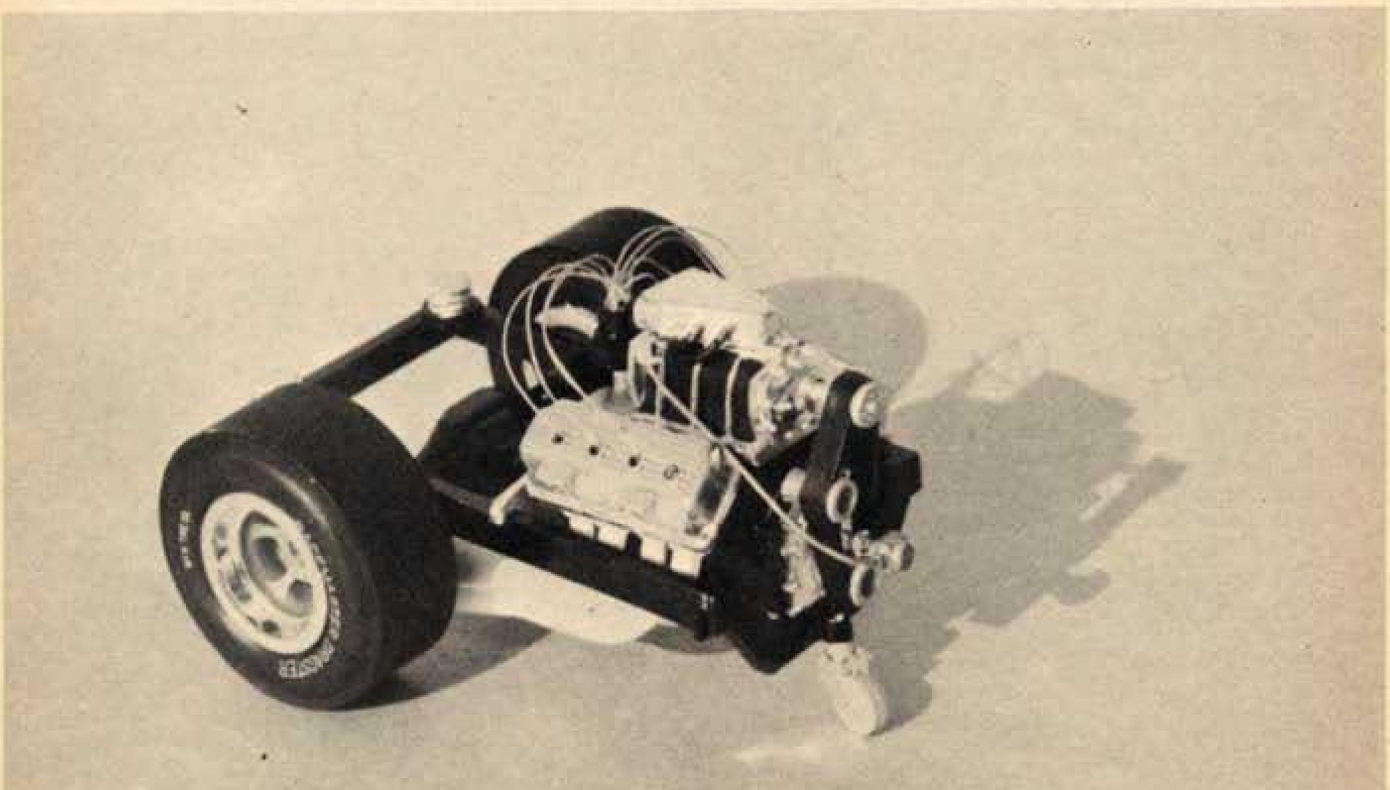




Heavy duty thread is used for fuel lines. Gray is good for this or paint it flat aluminum color. When lines are glued in place, paint glued area to duplicate fitting.

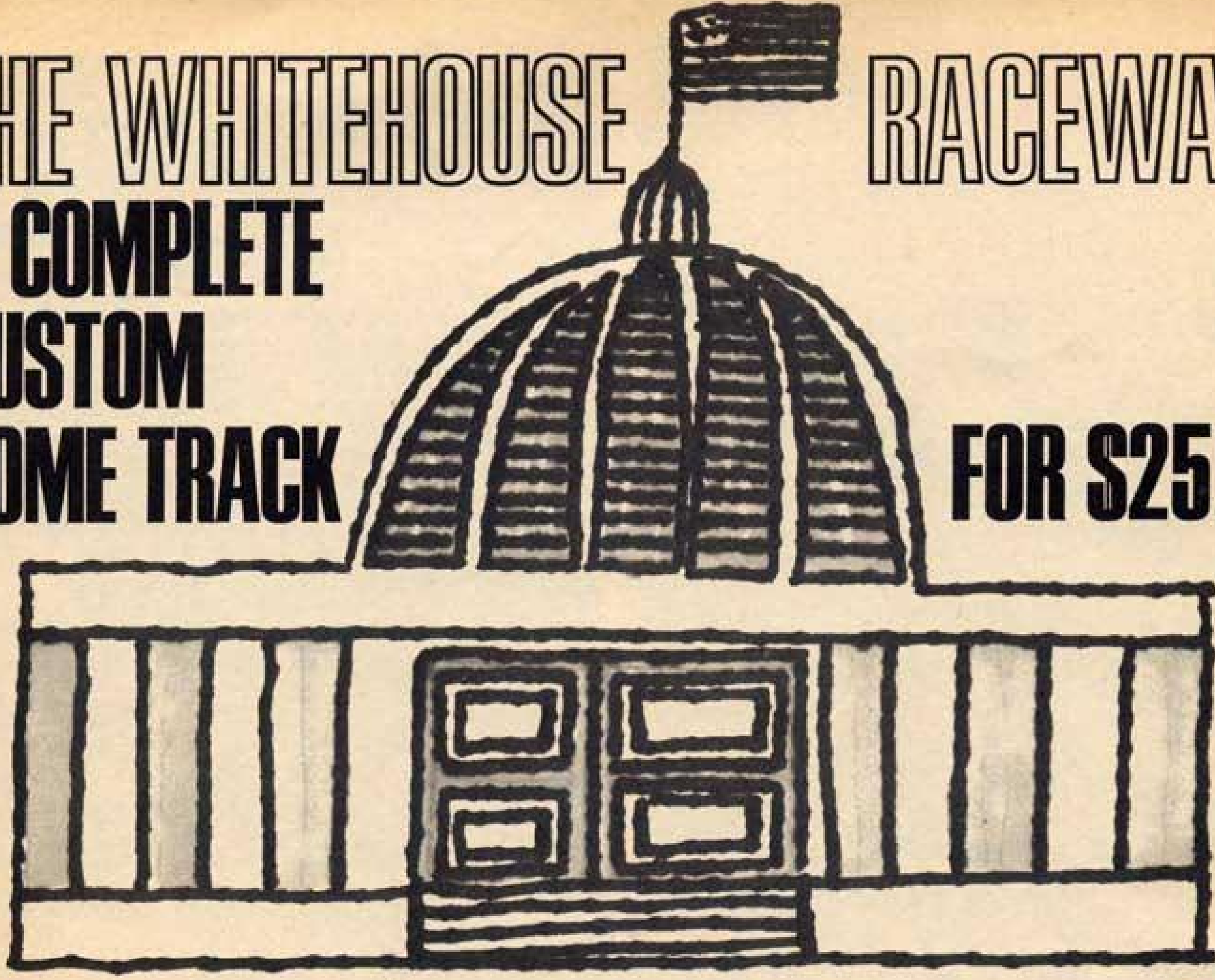


Chrome headers look sharp and are a must for some street rods but most all are painted with the new heat resistant paint. We are spraying ours flat white.



Here we have the finished engine with detailing completed . . . There is no comparison between this and the plain, unwired, all-one-color engine.

THE WHITEHOUSE RACEWAY



A COMPLETE CUSTOM HOME TRACK FOR $25!!

By Bud White

I'M NOT PUTTING YOU ON! You can actually build a custom home track for just $25.00! Sound fantastic? It gets even more so, when I tell you that this includes (are you ready for this?) *controllers, power supply, pit buildings, spectators, full scenery — in short, the works!* All for that low, low price tag of $25.00! Want to know more?

Okay! So the price is right, and you're really taken aback by the accessories that are included in the price. But there's still *more!* This track is indestructible, under most racing conditions, and it folds up out of the way so easily a 6 year old child can do it without help!

I got the idea for this track when I was watching a neighbor trying to race with a commercial home track. I said "trying to race", because he was having troubles you couldn't imagine! You're all familiar with the problem. The controllers were none too good when they were new, and after a lot of use they were just about ready for the junk heap. Furthermore, the track sections had been taken apart so many times that the joiners were dog-eared and unable to provide good electrical contact anymore. At any rate, I commented that I thought we could build a custom home track for about $25.00, and it wouldn't give him any of the troubles he was experiencing either! A week later the track was a reality, and a beauty too! You can build it if you have even a minimum of available space, and a few dollars. Let's go!

The track is laid out on one, eight-by-four foot sheet of particle board, ⅜" thick. This type of wood is readily available at any lumber yard. It's easy to work with, and if you make mistakes, you can fill them with wood putty and sand them smooth and start over.

The particle board is fairly stiff, and requires only a skeleton framework on the back, of 2" x 2" wood. (See the drawing.) Nail this framework together, and the particle board to the framework, then lay out the track design from our drawing, starting with photo number 1. Track construction is a breeze. If you don't have a router, rent or borrow one. You'll need a 1/8 inch straight face bit, set to a depth of 1/4", to cut the slots.

A word about routing. You'll have better luck if you cut the slots in two passes. Set the router bit for 1/8" depth on the first cut, then another 1/8" deeper for the final cut, for a total of 1/4". *This applies only if you're using a low power router.* A big router will take the full 1/4" cut easily.

Prices may vary slightly, depending on your locale, but not enough to make much difference. Our design offers you the best possible combination of fast, medium, and slow speed curves that can be had on an eight-by-eight foot board. The track is absolutely delightful to drive.

Our power supply is a 12 volt car battery, picked up at a gas station from their junk heap. Many good batteries are traded in weekly, especially in colder climates. There's absolutely nothing wrong with these usually, and they make great slot car power supplies. Have the station check it before you buy it, to be sure there are no opens or shorts in it. A battery is the ideal power supply, as you're getting pure DC voltage, without depending on house current. And you can run the wildest rewinds imaginable, without having to worry about running out of amps.

This track folds up against the wall, and is so unobtrusive you hardly notice it's there! It folds down instantly, and you're racing in a matter of seconds. The plaster scenery is nearly indestructable, one of the features we were shooting for, since this track was designed for my neighbor's *children* to play with. And you know how rough they can be on a track! It has proved entirely trouble free so far.

You can't beat the price, design, or performance. If you've been holding off building that track for money, design, or space reasons, you just ran fresh out of excuses! Grab that hammer and saw!

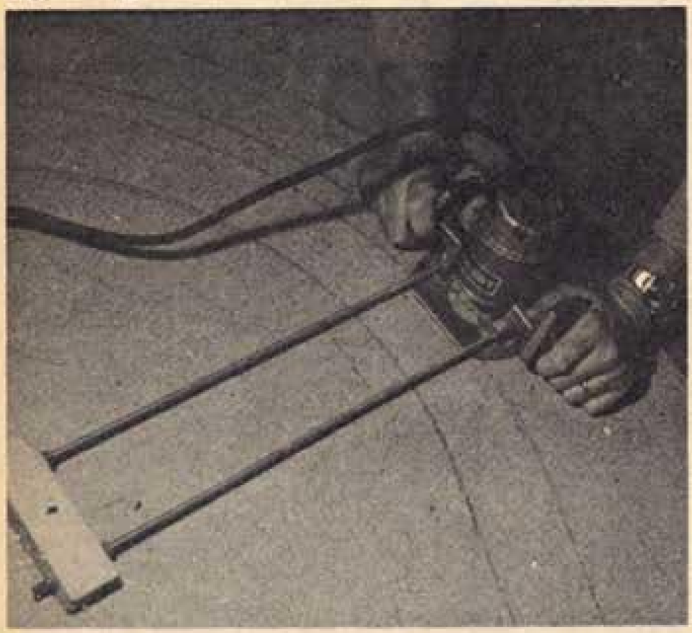
☞ *continued*



Lay the track out with pencil first. You can draw the curves in with a pencil and string, as shown here. You don't have to be "right on the money," as this is just for a general guide.

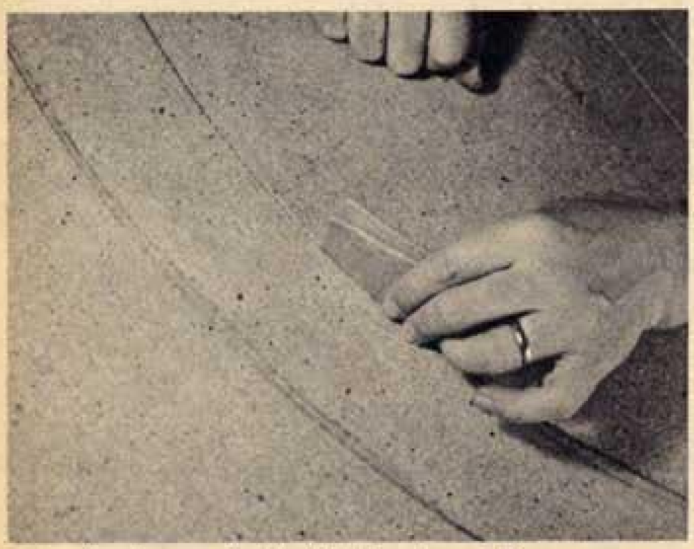


The router guide will eliminate any inaccuracies made with the pencil and string. Drill a hole at the entrance of each curve. Always cut curves first. Set the router bit for 1/4" depth, adjust the router guide to the proper radius, and make the cut.

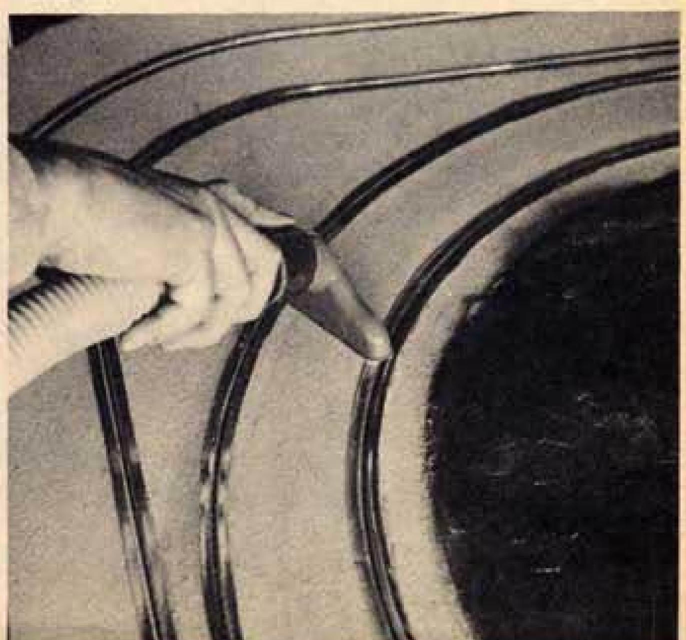


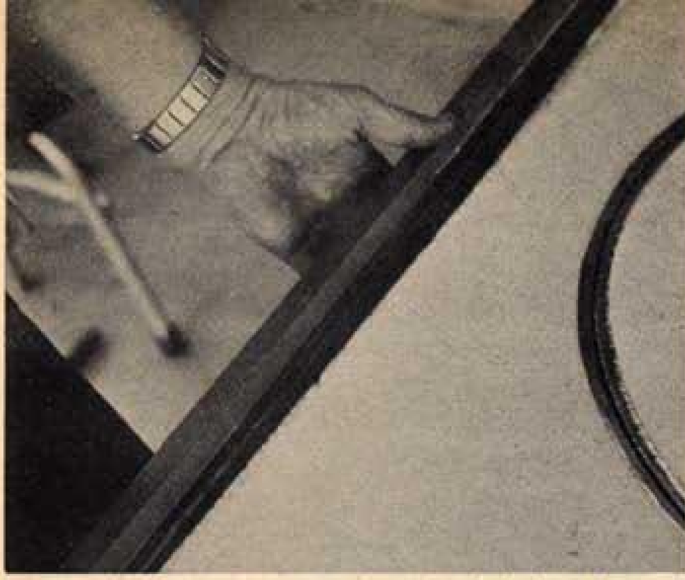


When all curves are cut, you can do the straights. A straight board, nailed down to the track, does the job. Be sure you don't drive a nail into an adjoining slot! Check the accuracy several times before you finally make the cut.

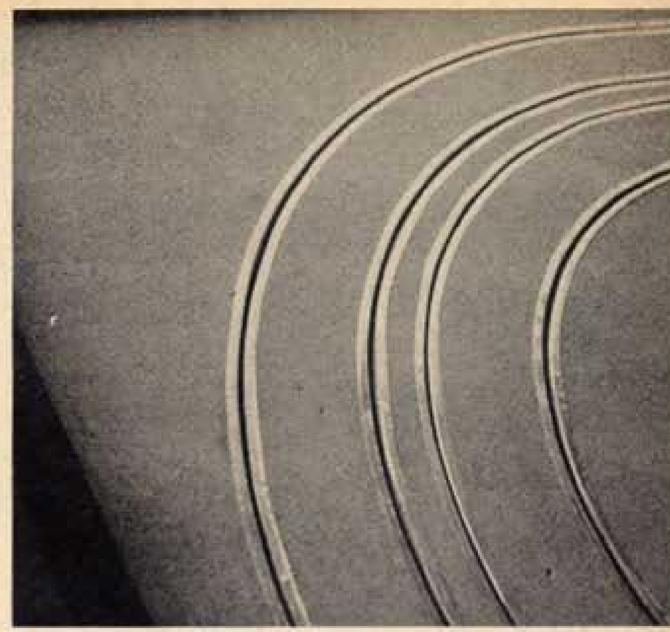


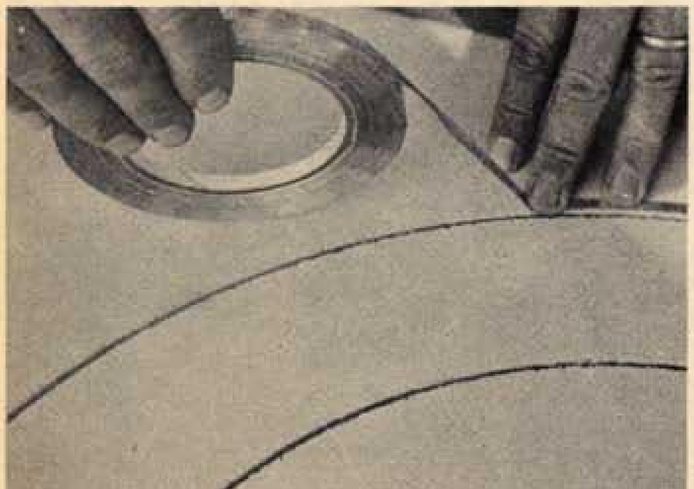
When the slots are finished, fold a piece of fine sandpaper and lightly buff out the slots to remove any "burrs." Then vacuum the track thoroughly to remove the sawdust. Give the surface a coat of paint.



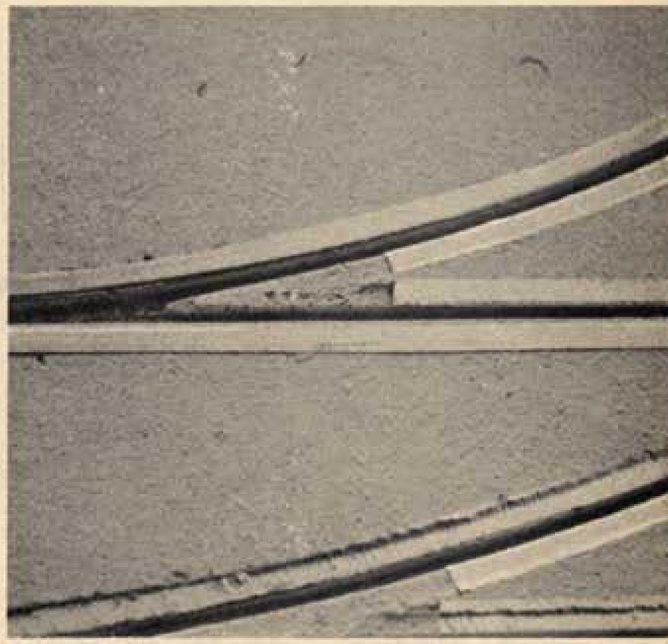


Glue and nail the side strips to the edge of the board. This adds considerable rigidity, and also forms a low wall to keep the cars on the track, and act as a base to nail screen to.



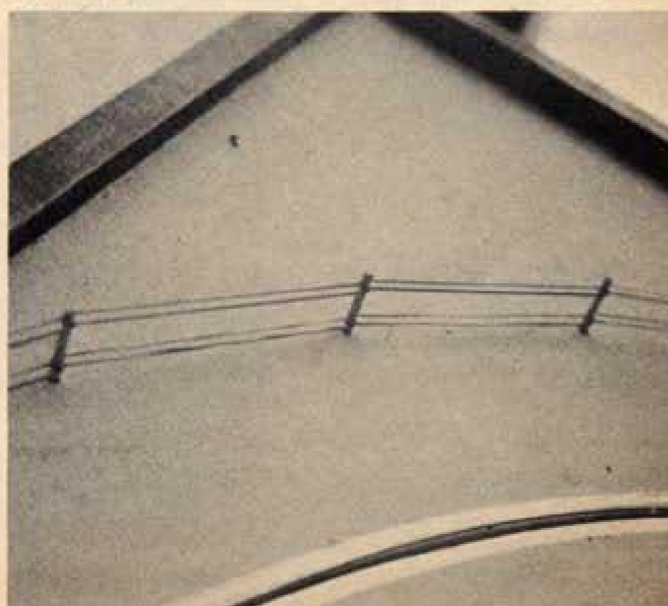


Lay the tape by hand. Stretch the tape slightly as you lay it around curves, to avoid getting wrinkles in it. The LeMans start must be laid in sections, as shown here, to avoid shorts. See the drawing included, for complete clarification of this step.





Drill 1/8" diameter holes for the fence posts, which are 2" lengths of 1/8" diameter dowel rod. Pound them in place and install rubber bands as shown. Make great fences, and cost next to nothing too!

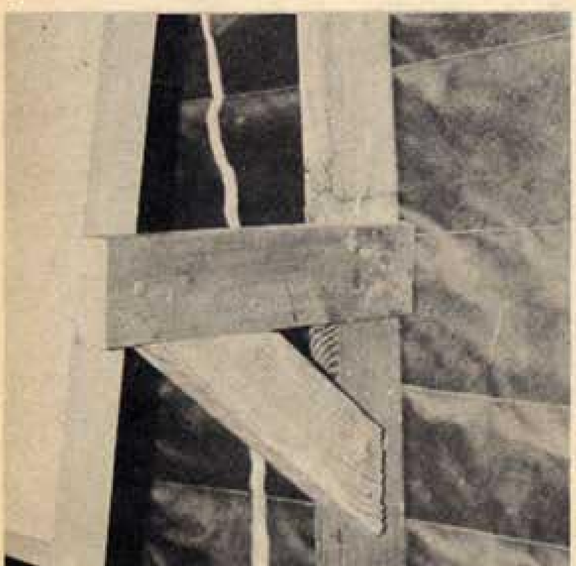




Scenery time! Nail blocks of wood, varying in shape and height, where you want hills. Tack wire mesh over these blocks, push them down to the edge of the track with your hands, and nail in place. Cut the screen so it clears the shoulder of the track. Mix up a batch of plaster and pat it in place.



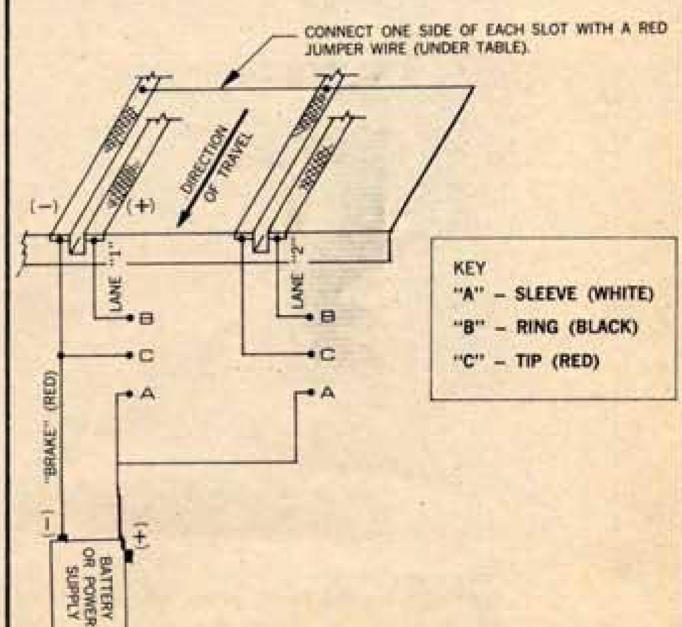
Spray enamel, in brown and green (flat if possible) makes great ground cover, when applied over the plaster. Lay the brown on first, but not extremely heavy. Apply the green over that.



Nail the wood supports for the track, to the wall studs. Drill a hole for the pivot bolt through the side and install the table in position.



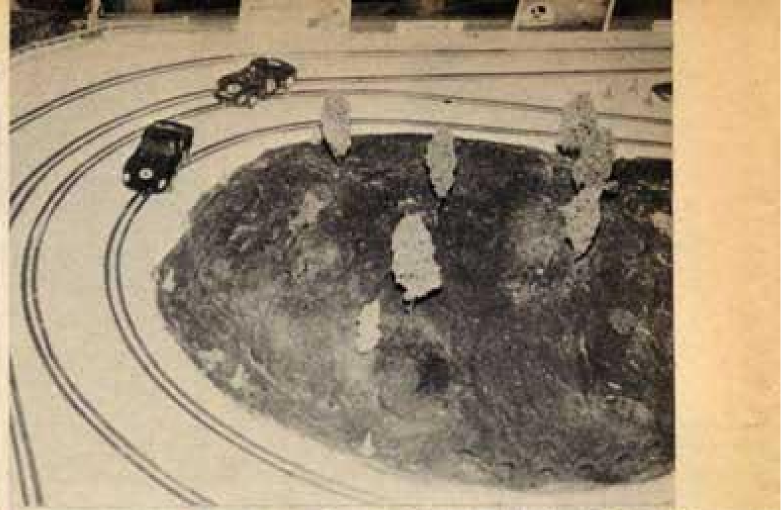
Drill 1/8" diameter holes where you want trees, and glue them in place. Paint the Monogram pit and control tower and secure them in place where you want them.



WIRING DIAGRAM

BILL OF MATERIALS	
1 each, 8 x 4 foot, 3/8" thick particle board	$2.88*
1 each, BuzCo aluminum track tape, 180' roll	2.98
1 each, 12 volt automobile battery. Available at nearly any gas station from their "junk" heap. Make sure it isn't shorted or has an open cell. Deals like this are plentiful.	1.00
2 each, Russkit Formula 2 controllers, in kit form. Part number 810-KD. $2.75 each.	5.50
1 each, quart of vinyl paint, grey. Available in any paint store.	1.98
6 each, brass wood screws, 2-1/2" long. Used for controller studs. See wiring diagram.	.30
1 each Monogram pit building, number RS3111.	1.50
1 each Monogram racing tower, number RS3112.	1.50
Several scraps of wire mesh, available from most hardware stores.	1.00
1 large sack of plaster of paris. Available in most paint or hardware stores.	1.00
1 coil (25') #20 gauge stranded, enamel covered wire.	.50
30' of 2" x 2" wood, for framing.	1.50
20' of 1" x 2" wood, for side frames.	1.00
1 set of Monogram spectators, number RS3103 (10 people per set).	1.00
1 set of Monogram drivers and pit crew, number RS3101. (12 people per set.)	1.00
Billboards — build as many as you like from cardboard, preferably white and smooth. Cut out pictures from magazines (colorful) and paste up your own advertisements.	(cost nothing)
2 each carriage bolts, and 4 washers (use one on the inside, one on the outside, of each bolt) for the pivot bolts on the wall support. Should be approximately 5" long.	.15
Total	$24.79

* Prices may vary slightly according to locale.



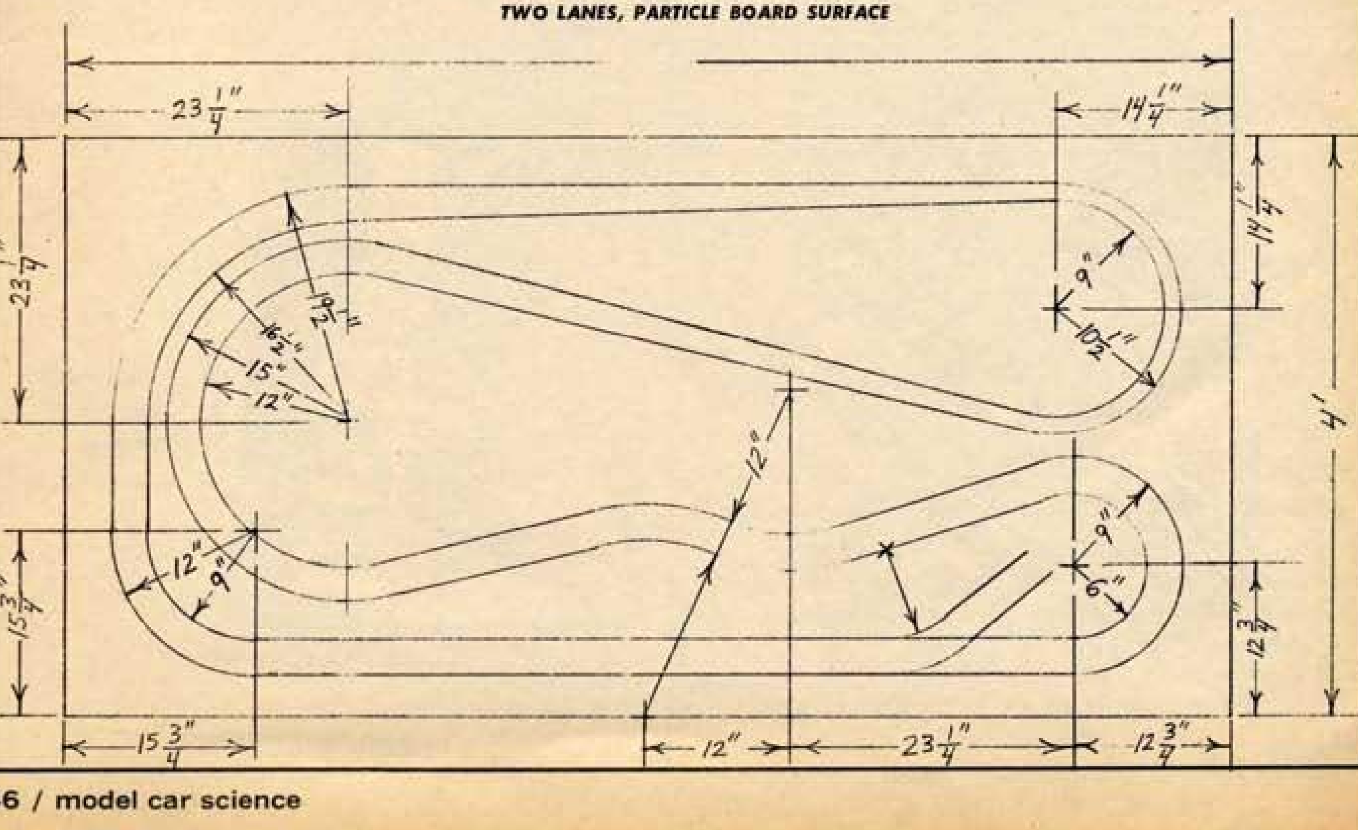


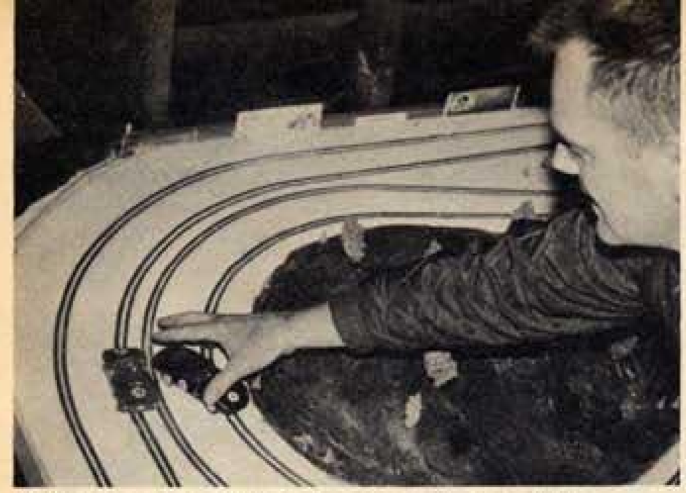
And now it's time to race! That 12 volt car battery lets you run the hairiest rewinds imaginable, and it only cost a buck! Here's action galore on the "Whitehouse Raceway."

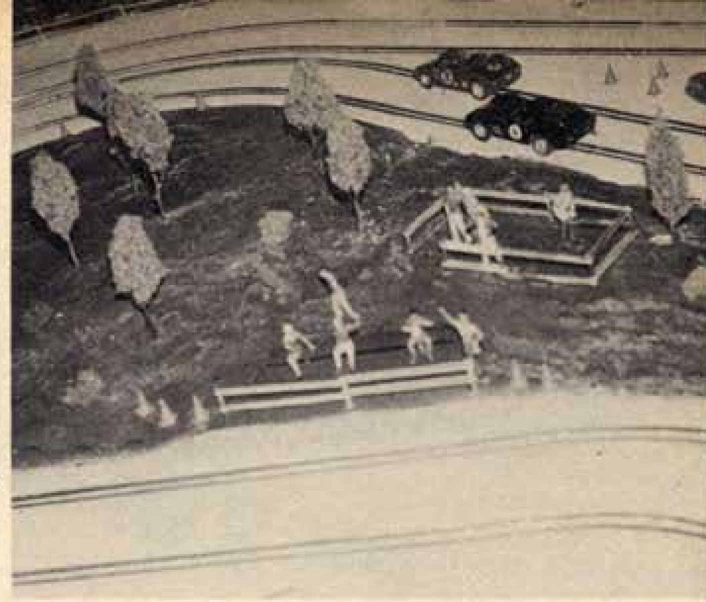
THE WHITEHOUSE RACEWAY

SCALE: 1" = 1'

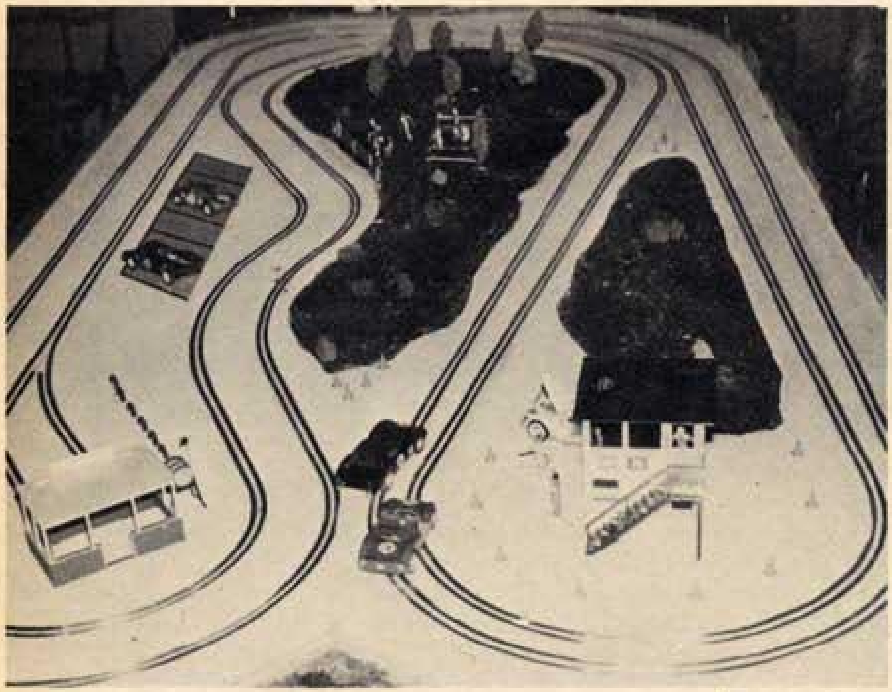
TWO LANES, PARTICLE BOARD SURFACE



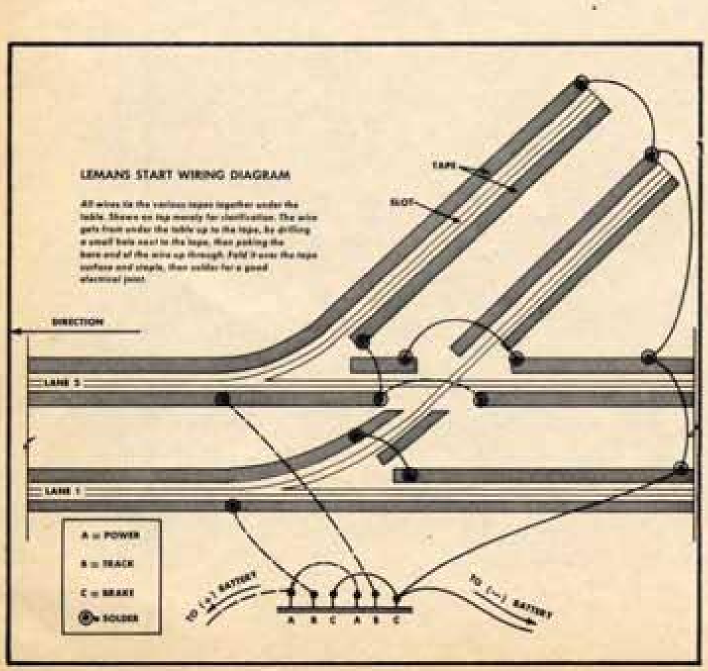


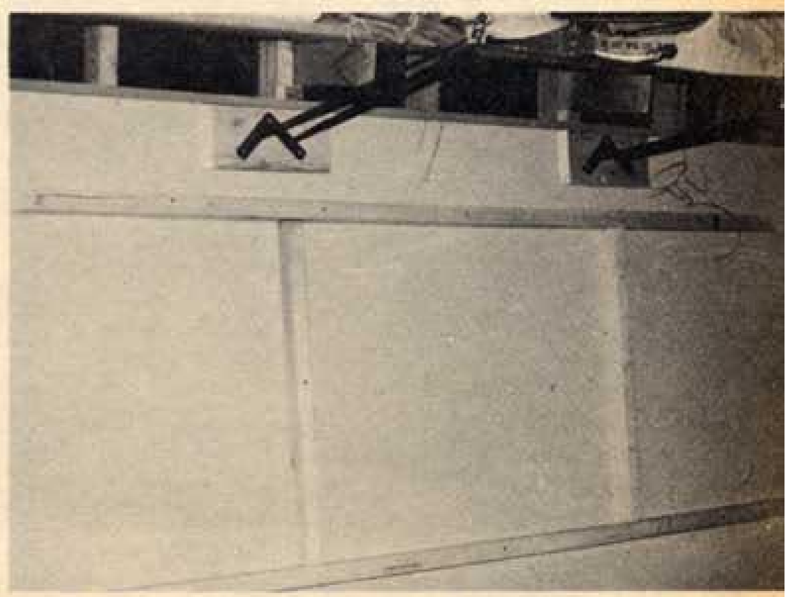


A little corner marshalling is necessary now and then, but on this compact layout, it's a breeze! It's doubtful if a better design could be laid out on one eight by four foot board!





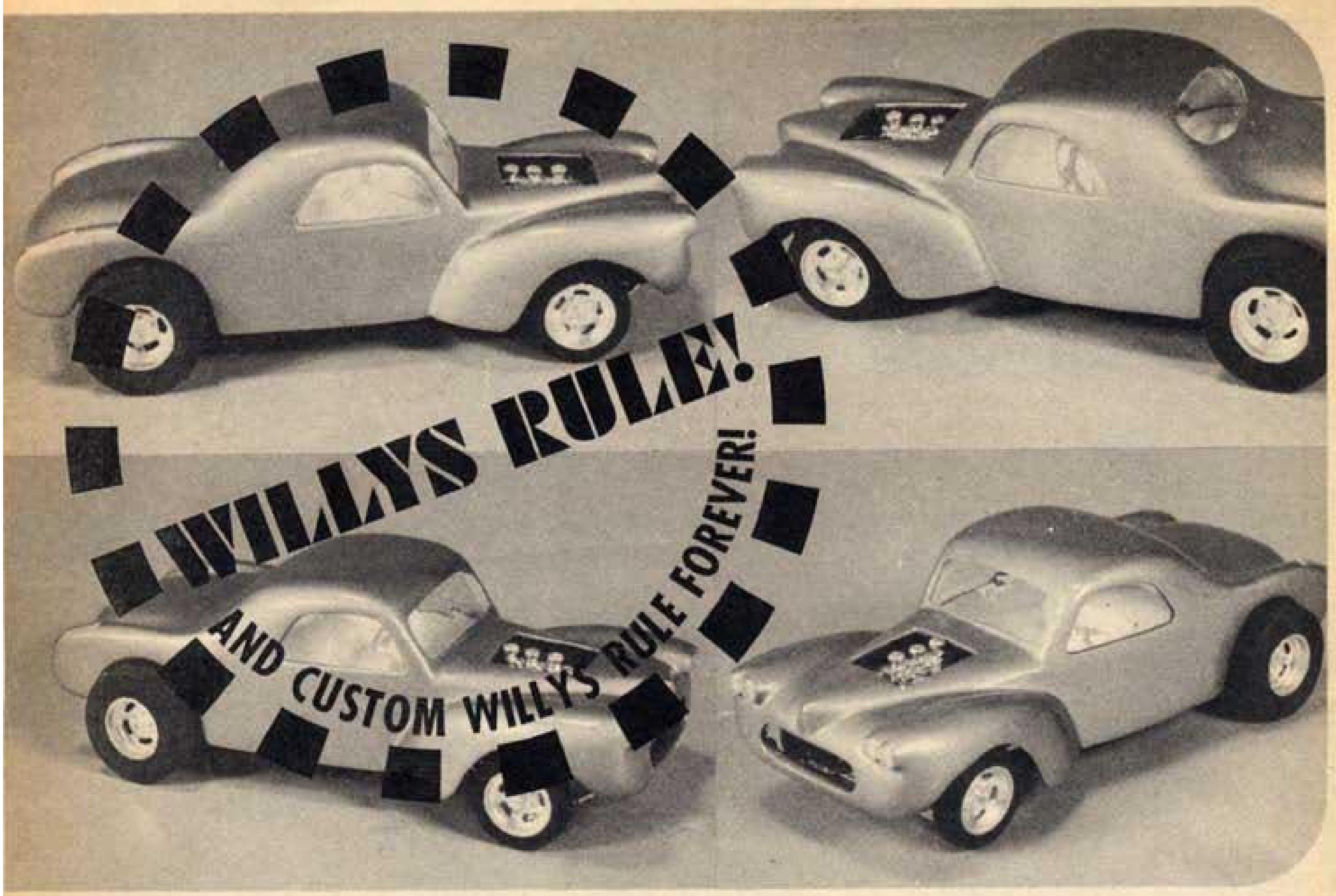




When the racing is over for the evening, just fold it up against the wall. You'd never know a track was there, when it's in the "up" position.

WILLYS RULE!

AND CUSTOM WILLYS RULE FOREVER!



How many custom Willys have you seen? I'll bet you haven't seen many, although why, I will never know. In my opinion it has a great customizing potential. Seeing a custom Willys is rather different to begin with, but let's go one step farther and make it in 1/32 scale. Monogram Models, Inc. has a new series of 1/32 scale models, and one of them just happens to be a '41 Boss Willys dragster. Monogram also has a 1/32 scale Corvette. By using the front end and the entire rear fender assembly of the Vette on the Willys, and sectioning it ¼", our Willys takes on an entirely new appearance. I also used Monogram's 1932 Deuce Roadster engine and front axle.

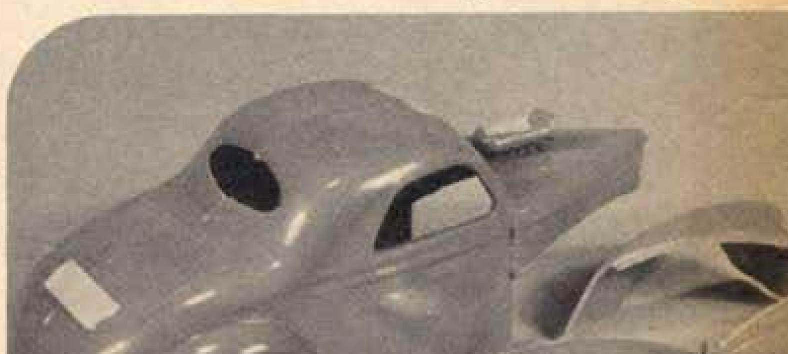
By using an electric pencil to mold the Vette body pieces in place, you shouldn't have much trouble. But the interior is another story. After much cutting, I finally broke down and used the Corvette interior. With just a little trimming, it fits perfectly.

As you probably already have noticed, I left out all door and trunk lines. This creates a pleasing effect, except to a model contest judge. If you plan to go the contest route, you had better cut them in or outline them with 1/64" pinstripping tape after the model is painted. But if it is just a shelf model, leave them out if you like.

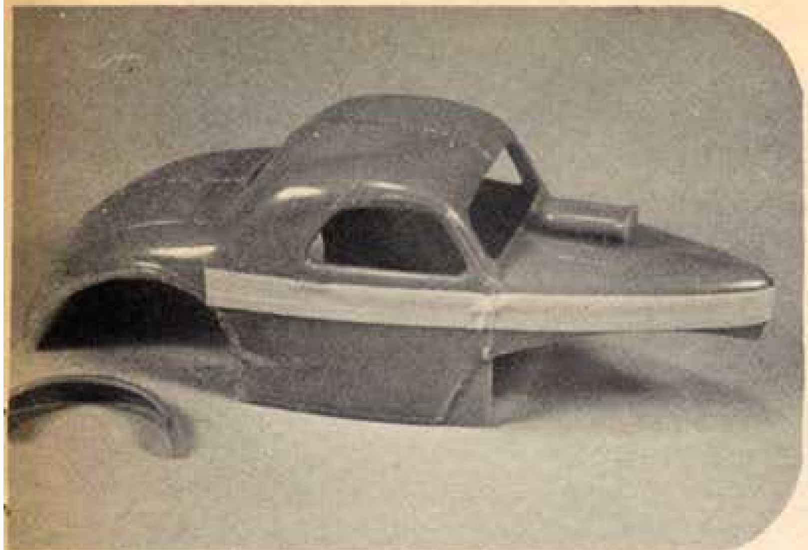
I painted the car candy blue over a gold base. Paint headlights, taillights, headline and underside of body. Glue interior and undercarriage in place.

That's about it. Building the Willys is easy and fun, and even though there are few custom parts in 1/32 scale, your parts bin can supply many little extras to make your Monogram Custom Willys unique.

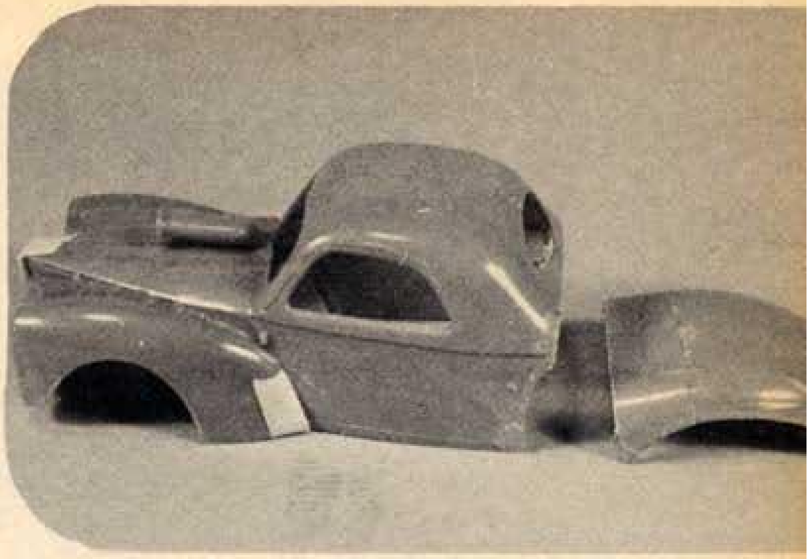
By Dennis Doty



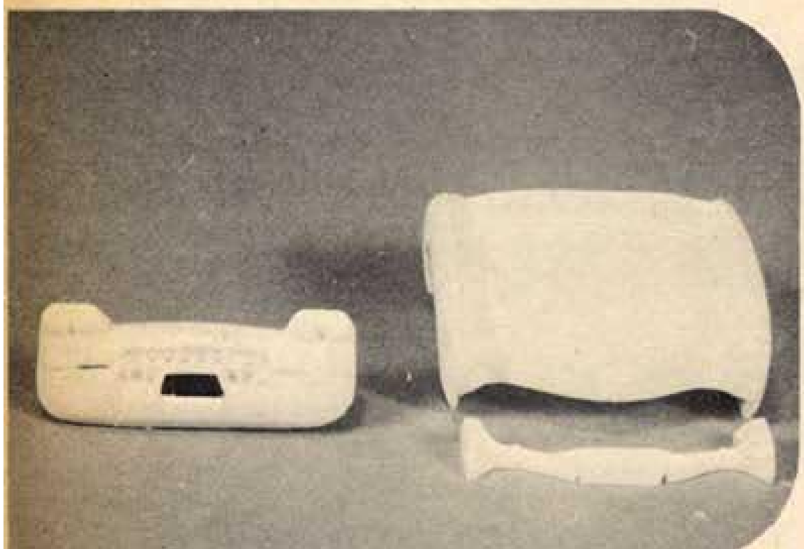
Start by gluing the two body pieces together. Reinforce seams with glue-coated cloth. Also, cut out piece of front fenders for engine.



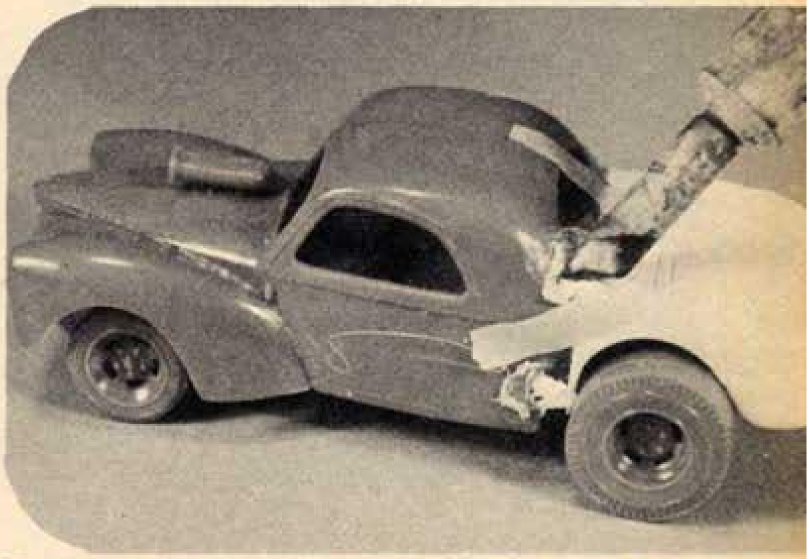
Cut rear fenders from the body. Mark body for sectioning; I chopped out $\frac{1}{4}''$.



Glue sectioned body together and reinforce. Cut trunk from body, then glue front fenders in place.



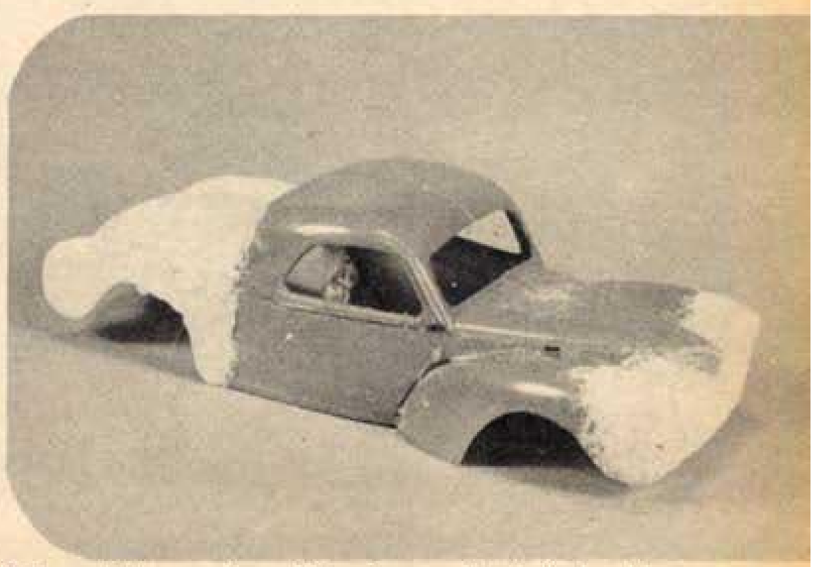
If you plan to use Monogram's Vette body pieces, cut bumpers and all other unwanted detail from them first.



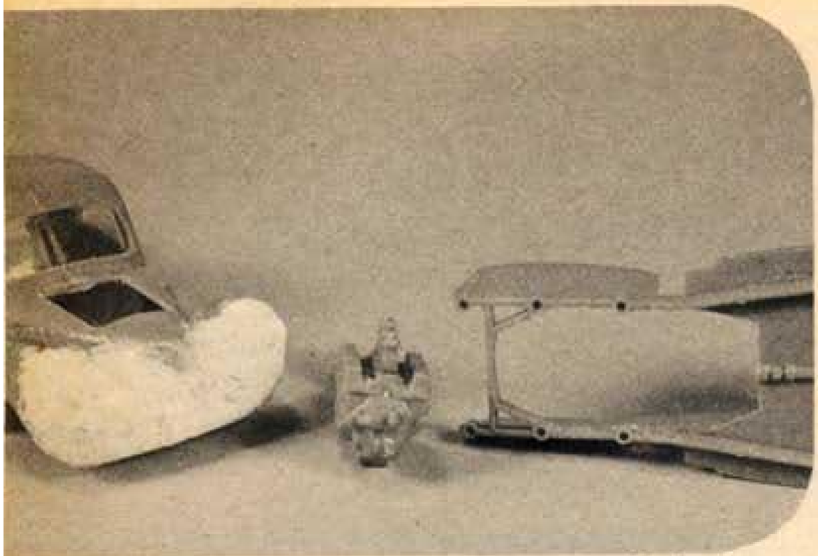
Tape rear of Vette in position on body. Heat mold it in place with an electric pencil.



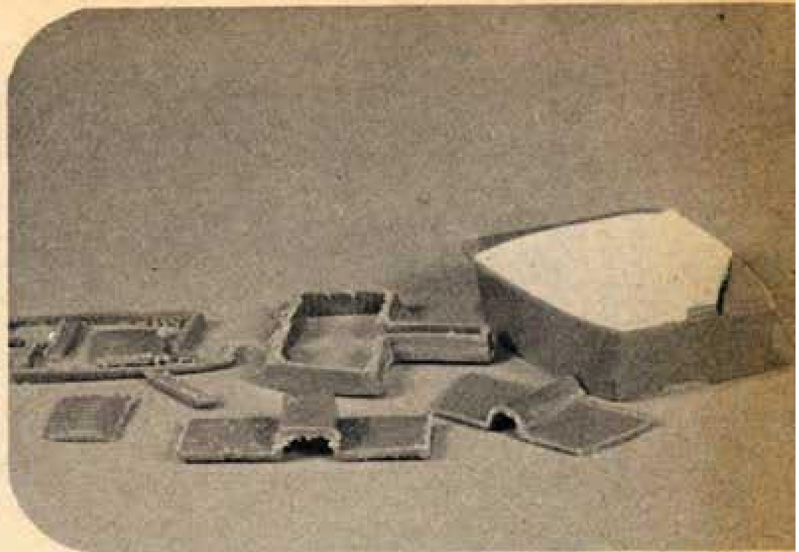
Cut approximately $\frac{1}{8}''$ off the front of the Willys, then heat mold the Vette front to the body.



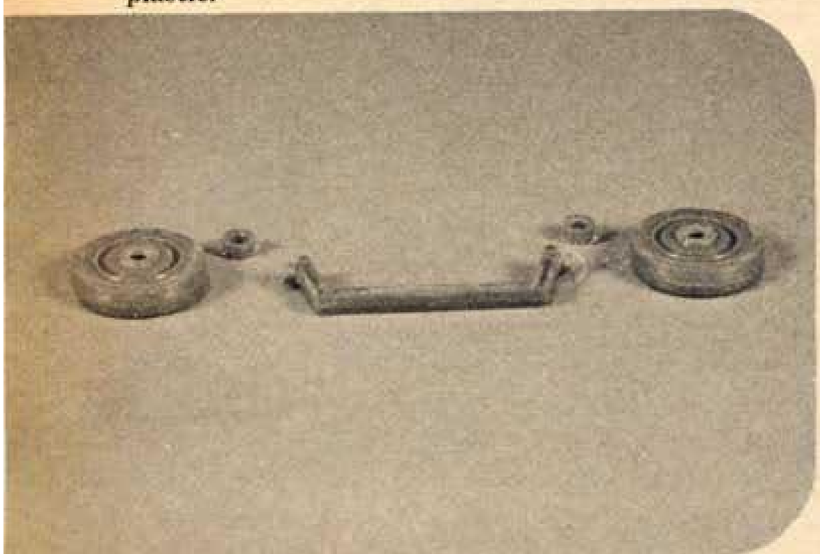
When all the rough molding is completed, it should look like this. Sand the plastic smooth.



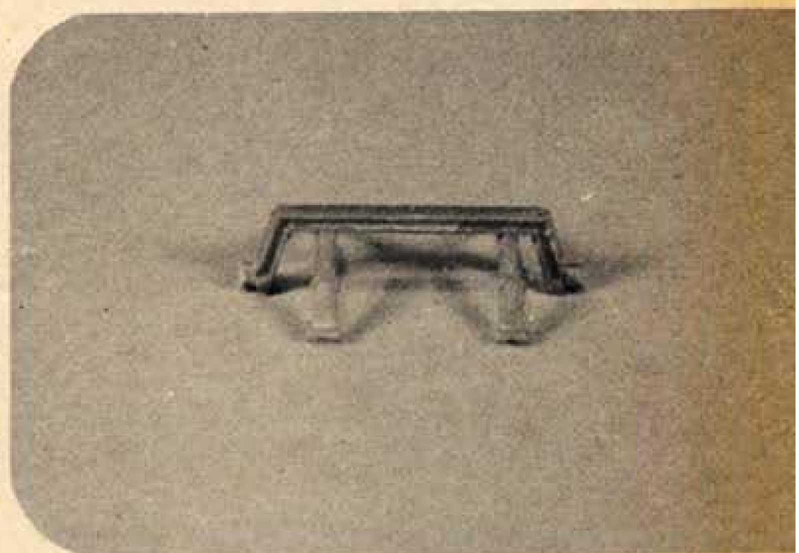
Cut a hole in the hood and frame assembly for the engine. Make some engine mounts out of scrap plastic.



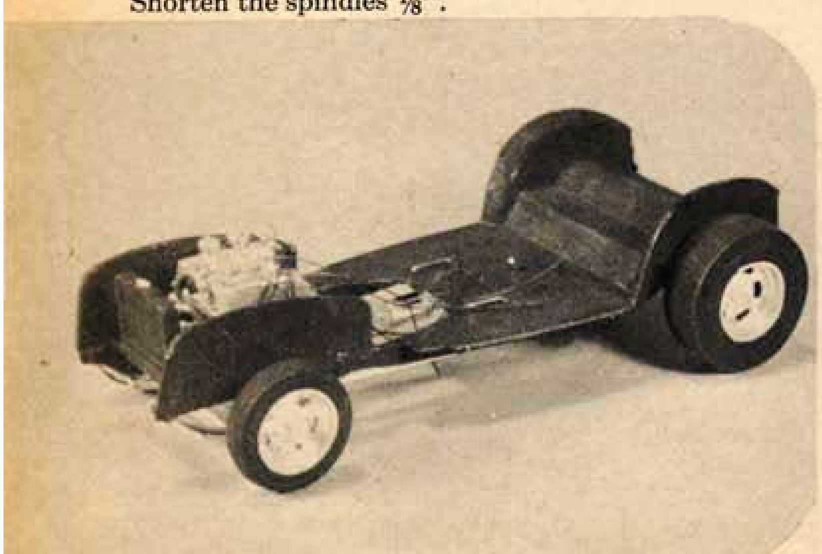
The interior is going to need a lot of chopping. I finally ended up by using the Vette seats.



Cut '32 Ford grill shell from front axle, cut hubs off Willys' wheels and enlarge hole with a #32 bit. Shorten the spindles ⅛".



Cut straight axle and shocks from the springs, then glue the dropped axle in place.

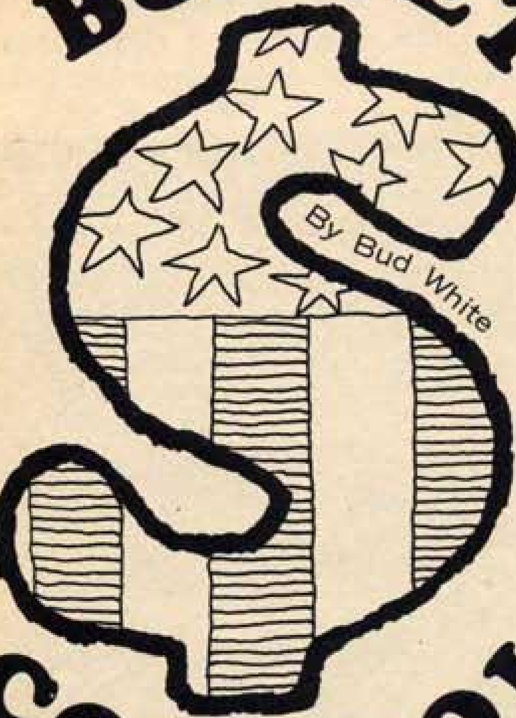


Paint all chassis components and glue in place when dry. A wired engine and some paint in the right places will greatly improve your Monogram Custom Willys' looks.



Here is the finished interior ready to be installed.

THE BUDGET CONTROL PANEL THINGIE



By Bud White

Add a Pro plug hook-up to your home track for 60¢.

You say you want the convenience of phone plugs, but your snap-together commercial track is set up for alligator clips? Relax Skeezix, the cavalry has arrived! I'll show you how to build a simple, super-handy little gizz that costs nearly nothing, and is worth its weight in gold!

I for one, got darn sick and tired of stumbling over the tangled mass of wires that ran every which way, every time I set my Strombecker rig up to race. I noticed my neighbors shared the same problem. One has a Monogram, one an Eldon, and yet another a Strombecker set, like mine. In addition to the tangle of wires, I wanted to do away with the alligator clips, and go to a phone plug arrangement, which is nearly goof proof with kids. Alligator clips, as you probably know, can be hooked up wrong, with ghastly results! There have been more controllers fried that way!

My power pack cradle gets the transformer up off the floor, organizes the wiring, and allows phone plugs to be used. The cost? About 60¢ and a bit of time! Sound like a good deal? It is!

The 60¢ goes for two phone jacks. The wood for the cradle was scrounged out of the scrap pile. Use your existing power pack, and a few short pieces of stranded, enamel covered wire, and you'll have this project out of the way in less than an hour.

The photographic sequence shows you how to go about constructing the cradle. Vary the dimensions to fit your power pack. The cradle shown in the drawing is intended for use with a Strombecker unit. However, construction is exactly the same, no matter whose you use. Only the size varies.

You'll find that your racing is more enjoyable when you use this little gadget. You won't be stumbling over wires, hook-up is easier, and when you put the set away after an evening of racing, the job takes less time, and the set is less apt to be damaged.

This unit also serves another purpose. Tracks like the Revell and Monogram outfits use special plugs that allow you to use the controller only on that particular track. By equipping your controller with a phone plug, and using this special cradle, you can sidestep this plug arrangement completely, and use your controller to race not only on your home track, but at the local commercial raceway as well!

Not a bad deal for 60¢!

PHONE JACK WIRING INSTRUCTIONS
FOR A RACE SET WITH NO BRAKING SYSTEM
(2 WIRES COMING FROM THE HAND CONTROLLERS)

1. *Use #22 gauge stranded, enamel coated wire. Cut a piece 3" long, then strip approximately 3/8" of the insulation from each end, and twist the strands together.*
2. *Determine which phone jack connections are for the "sleeve." Solder one end of the wire you just prepared, to one of these connections only.*
3. *Form a loop in the other end of the wire, and temporarily set it into the "sleeve" connection of the remaining jack. Do not solder it yet.*
4. *Prepare a 6" piece of wire, like you did in step #1. Form a loop in one end and place it in the "sleeve" connection, with the other wire. Now solder this connection.*
5. *Run the other end of the wire up to the "+" or "positive" side of the transformer. If the connections are not marked, just connect it to one side, it makes no difference which.*
6. *Prepare two pieces of wire as you did in step #1, each one approx. 18" long. Connect an alligator clip to one end of each wire. Solder the other end of each wire to the "ring" connections on each jack.*
7. *Now prepare a 24" long piece of wire, as you did in step #1, and connect one end to an alligator clip, and the other end directly to the remaining connection on the power supply. It's all wired!*
8. *Plug in your hand controllers, and connect the three alligator clips to your track terminal section, just like you always did. That's all there is to it.*

FOR A RACE SET WITH A BRAKING SYSTEM (3 WIRES COMING FROM THE HAND CONTROLLERS)

1. *Do steps #1 through #6 as above.*
2. *Prepare a 3" piece of wire as in step #1 (above) and solder one end to the "Tip" connection on one jack.*
3. *Form a loop in the remaining end and set it in place in the remaining "Tip" connection on the last jack.*

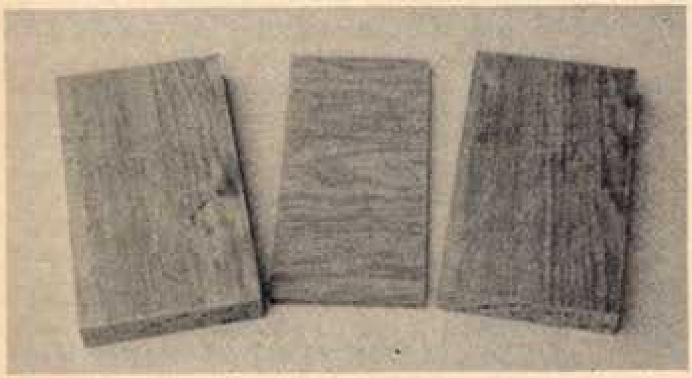
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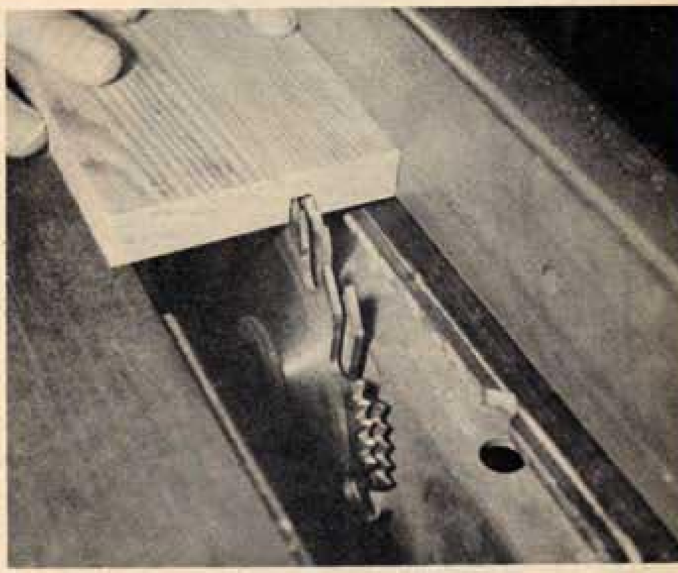
4. *Prepare a 6" piece of wire as in step #1, and form a loop and set it in place with the wire that is already setting in the "Tip" conection of the last jack. Solder this connection.*
5. *Connect the other end of the 6" wire to the remaining connection on your power supply (—) Minus connection.*
6. *Prepare a 24" piece of wire as in step #1. Connect one end to the (—) minus power supply çonnection (that will make two wires coming off this conection) and attach an alligator clip to the other end.*
7. *Plug your controller into the jack and attach the alligator clips to your track terminal straight, just like always.*

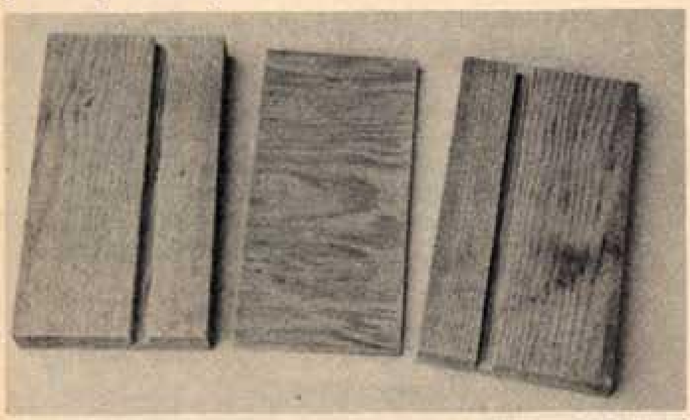
BILL OF MATERIALS

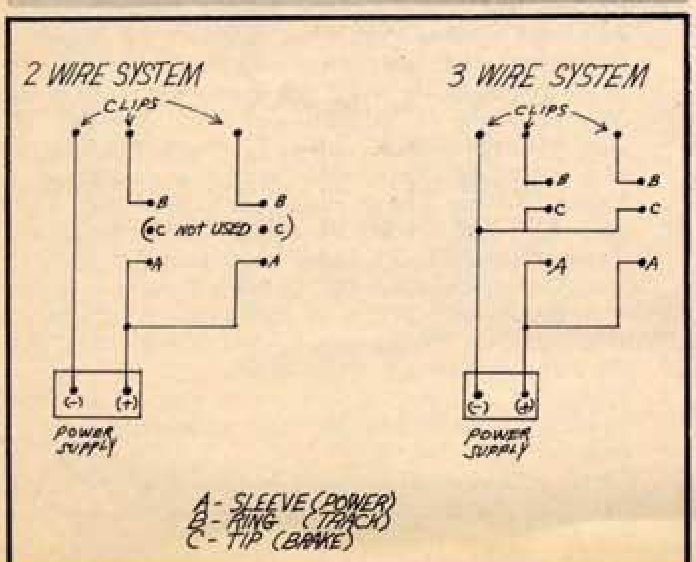
2 pcs 3/4" x 3 1/2" x 6" plywood (sides)*
1 pc 3/4" x 3/4" x 2 1/2" pine (supporting block)*
1 pc 1/8" x 3" x 6" masonite (base)
2 phone jacks, 3 connector stereo type.
1 power pack (use existing power pack with your set)
*** NOTE: The type of wood is not critical. Use what is available.**

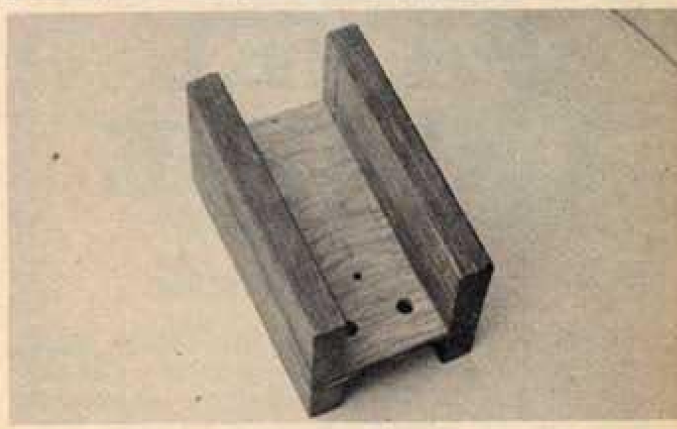


Cut the major pieces to the correct size. Next, cut the recess slot in both sides by running them over a table saw, with the blade set for 1/4" deep. Now nail and glue the pieces together.

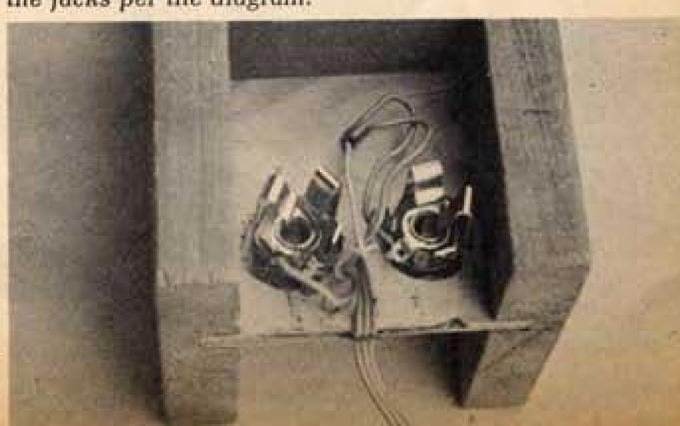




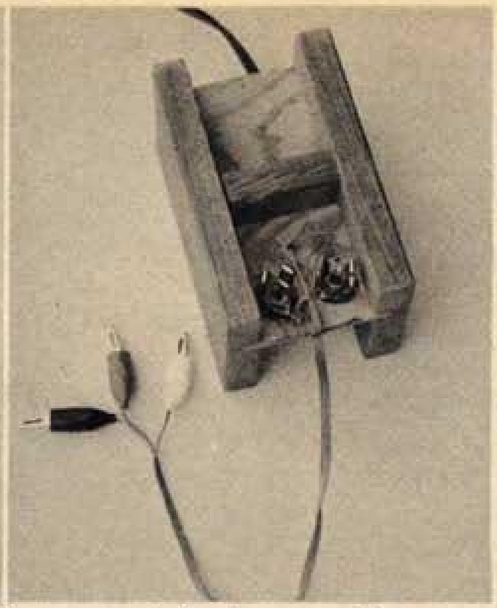




The holes can be drilled before or after assembly, as there's plenty of room to work. Now slip the transformer in place (you can screw it down permanently if you want) and mount the jacks. Wire the jacks per the diagram.



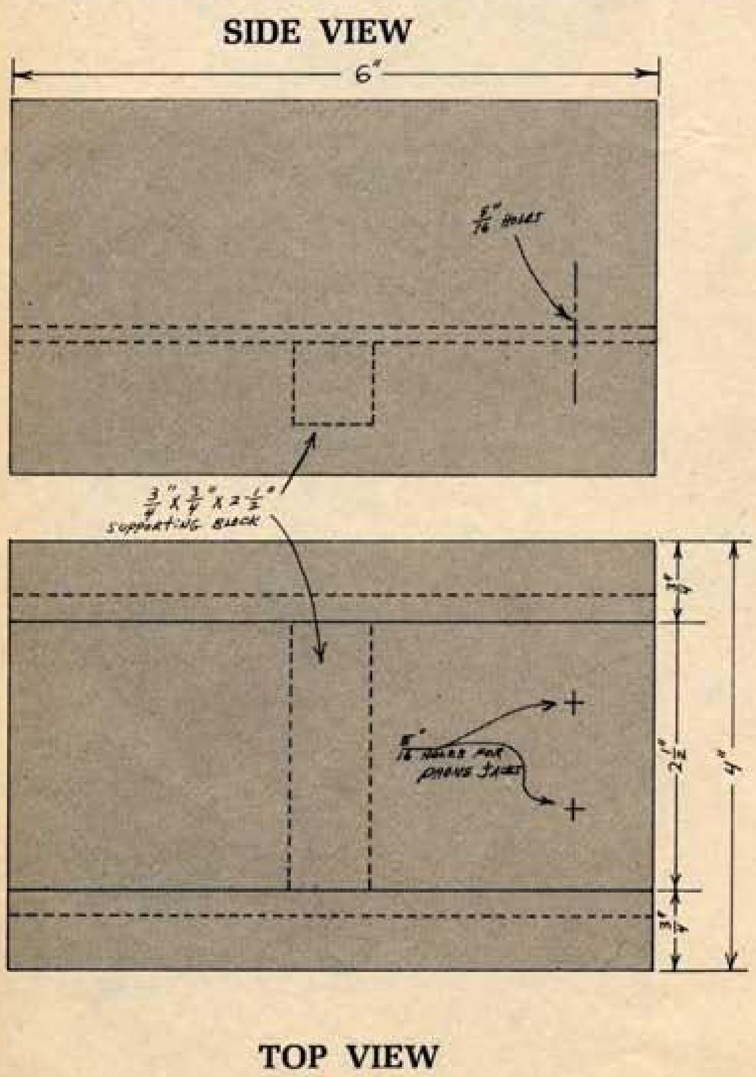


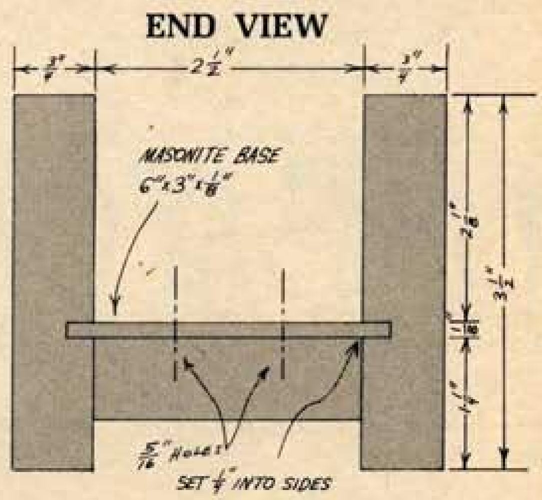




The finished cradle with transformer mounted and ready to go. Note the supporting block on the bottom. Glue and nail all wood pieces, and you will be able to bang this unit around all you like, with no ill-effects!

Plug your controller in (the diagram shows how to add a phone plug to your controller) and connect the alligator clips to the raceway terminal track. The entire project takes about an hour.





This drawing is for a two lane jackbox, and for a Strombecker transformer, model 9703C. Modify the dimensions to fit your power pack, and add as many phone jacks as necessary, if you have a three or four lane set.



IMAI's classy 1/12th scale Aston Martin DB5 is shockingly well detailed. Coil on the antenna prevents damage when it scoots under chairs. The on-off switch for the car is located conveniently beneath the "E" of our sign. As the car went flying off the ledge, it fortuitously scraped the switch to off and saved itself.



By Chris Chan

THE TOKYO TAXI!!

For R/C'ing on a budget-type price, Japan has the right street-machine.

The slot racing staff here at MCS has just one problem: Our beloved boy-editor is completely gaa-gaa over radio control cars. The bubbling enthusiasm generated by his weird hang-up makes it difficult to blindly ignore the subject like the freelancers at other model magazines. Although every time I walked into the office I was as critical of slotless racing as I could get, I secretly carried about a deep, growing curiosity for RC.

Then my chance came. On a bright, shiny, California afternoon a heavily wrapped package arrived from Japan, and inside was a bright, shiny, Italian-racing-red Aston Martin DB5 radio control set. I grabbed the car, jumped into my Corvair, and headed for the local hobby shop to freeload some batteries. Promising to let the dealer play with the car when I had finished this article, I secured the necessary four batteries and whisked off again. One last side trip to pick up our team's girl hot-thumb, Andi, and now I was ready.

We spread out the contents of the package on the floor of my living room to sort of size up the situation. For starters, almost every word of instructions was printed in Japanese. A little



Motor power is from two "D" cell batteries (later replaced with more powerful Alkalines) installed in the bottom in a neat compartment.

more casual observation brought out the fact that the entire set up was built and shipped to the office from IMAI KAGAKU, Japan's largest model maker. So the instruction sheet was set aside for later interpretation, while I stumbled through operations using the photos and what little English was used on the box. It read like this: "first push . . . forward; second push . . . stop; third push . . . reverse; fourth push . . . stop. RIGHT TURN, You can make the CAR turn on RIGHT as far as you want by PUSHING BUTTON while the CAR is advancing. LEFT TURN, Also, you can operate the CAR to the LEFT direction by pushing BUTTON (At first shorter and then Longer) as far as you want."

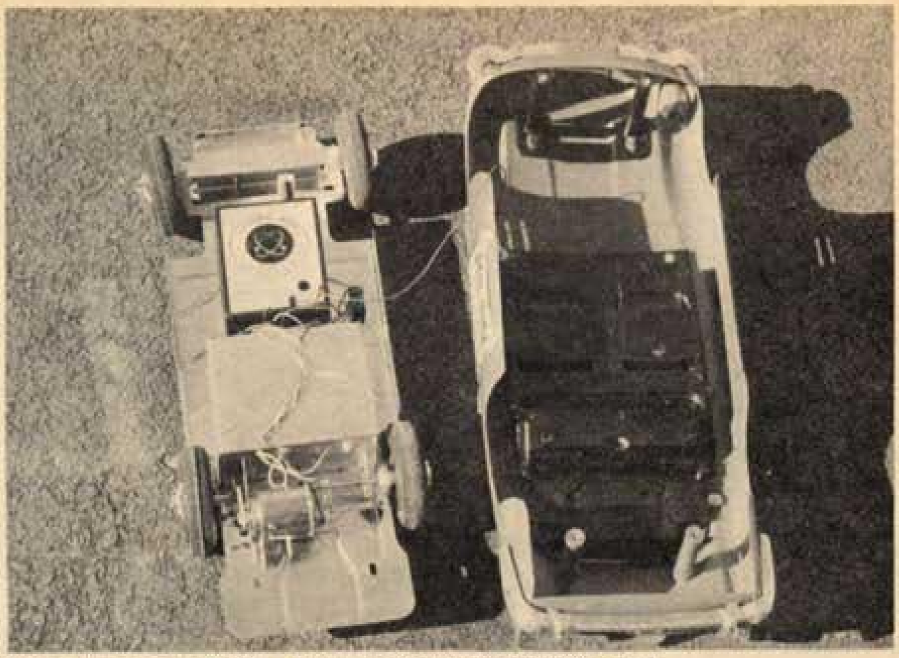
Hmmmm. Not exactly impressed with the directions or the liberal use of upper case letters I installed the batteries and full of high hopes, punched the BUTTON . . . nothing. Nothing except for a load buzz from the transmitter. Again I mashed down on the button. Still nothing.

Not quite completelv disgusted, I walked slowly over to the inert Aston and touched the transmitters' antenna to the car's and gave a sharp jab to the button. Zing! Zing! The 1/12th scale DB5 bobbled away at a somewhat dismal 10 feet/minute crawl. Satisfied at finally starting it at all I watched like a hypnotized fool as it waddled out the front door and out towards the sidewalk. Somewhat shocked at the car's ability to traverse the threshold (it may not be fast, but it is strong!) I ran out after it, wildly buzzing out commands again.

But the car ignored them and stumbled onto the street with an occasional twitch in the front steering. Only a Boy Scout in the gathering crowd of spectators responded to the telegraph key-like emissions my transmitter was making.

Then suddenly the car began to operate on its own. Methodically it stopped, reversed, turned left and right, and so on. Sizing up the situation, I merely acted as though I was commanding the cars every action by continually signalling and answering the questions of the curious crowd with a lot of technical double talk. Then I sent Andi off to retrieve the car (which I had announced as being out of range) and walked smugly back into the house. But the car still didn't really work.

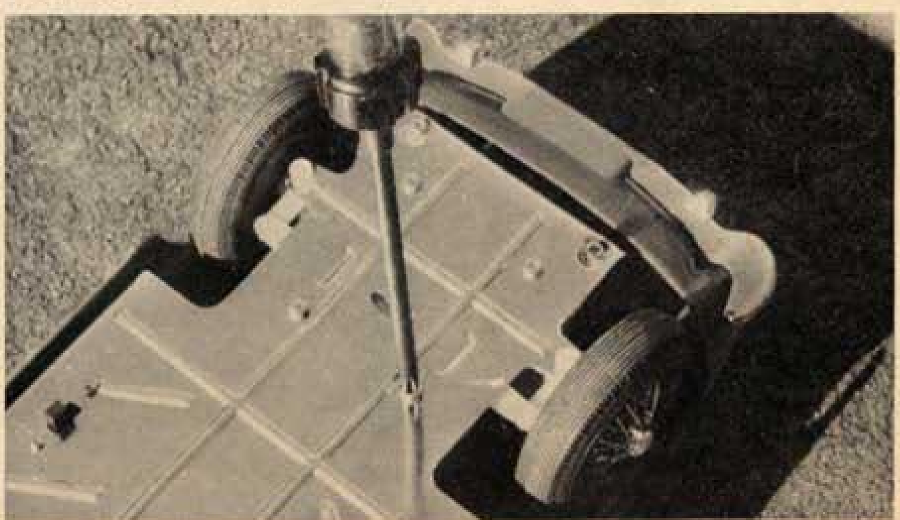
Back into the Corvair, destination: team mate Yamauchi's house. Well, Rick Yamauchi may not be a very good slot racer, but he can read Japanese, and he gave us this translation. The first section, 10% of the manual, dealt with the installation of batteries and the three commands. The remaining 90% seemed solely concerned with informing you on how to fix the car in various cases. As almost each remedy suggested the batteries were at fault we left Rick to fill out



With the bod off, the tremendous simplicity and obvious durability are apparent. We're working on some speed tips already, since there's plenty of room.



This is just one of many skirmishes Fang and the DB5 were involved in. The dog always won; he just sat (70 pounds) on the car.



Steering is adjustable with the pair of screws located just behind the arms.



the guarantee and left to buy some more batteries.

This time we bypassed the hobby shop and went to the camera store and purchased a set of extra, super-neat alkaline power cells. Closer to MCS headquarters than my home, we set up attempt number two in the office. As our boy-editor and his gorgeous girl secretary looked on, we uncrated the Aston and slipped in the new power. Buzzzzz.No luck. Humiliated and disappointed Andi and I packed up our Japanese frustration and headed back to the house where I could at least detail and photograph it.

After faithfully painting on every speck of chrome and even lettering the tires, I handed the transmitter to Andi and told her to act as though she were running it. Lights on. Camera ready. Action! Buzzzzz. The Aston leaped to a start WITH a 200% increase in speed! She had it turning left and right, stopping and starting, and everything. I felt a strong inferioriy complex coming on. I snatched away the control and car (she didn't even have a driver's license yet) and dashed outside again. At last! Precise finger-tip control. As the car churned away doing figure-eights and parallel parks, I quickly caught on to the method necessary to rapidly change commands. A sense of complete control overcame me as I drove it into my gas station. This was great.

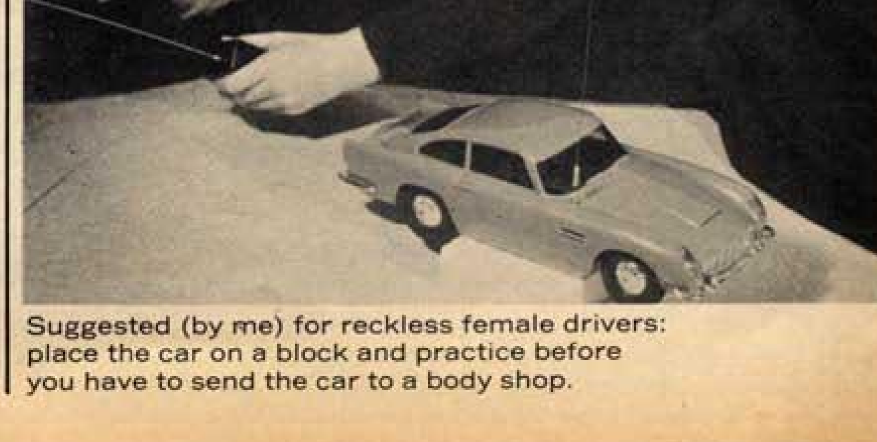
And so now the slot racing staff here at MCS has two problems: It may have just lost a writer, and gained a second RC maniac at the office. Right now, our Aston-Martin may not be the most competitive machine in terms of speed. But, it really is a whole new experience and a darn lot of fun to drive. Plus, for once, the price is close to just about right. In Japan, the retail price for the complete outfit is about $16.00. So far, no price has been set for state-side stores . . . probably somewhere around $30 to $35 (maybe less, maybe more). If you're interested, the address of the company is: *IMAI KAGAKU CO., LTD., 305 Nishikubo, Shimizu City, Japan.* Or, if you want to save some postage, send us your letter, and we'll send them all in one big bag. Let's hear from you!



The simple, one-button control transmitter may not be as selective as a proportional unit, but the cost is fractional.



Stock tires looked naked; and anyway, can I help it if I like painting on little letters.



Suggested (by me) for reckless female drivers: place the car on a block and practice before you have to send the car to a body shop.

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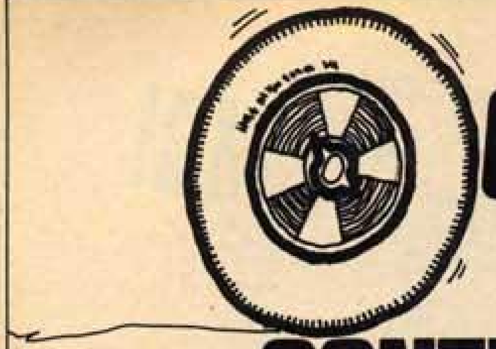
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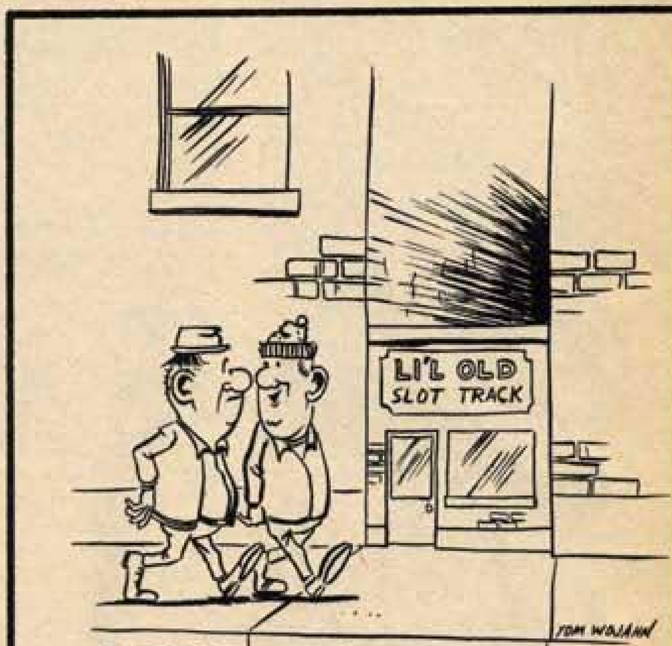


OUT OF CONTROL





"I've got this crazy feeling, Doc, that everybody is building model cars, and . . ."



"They run strictly HO stuff in there."



"When the button's all the way down, Bruno, it's all the way down!"



"Watch that paint, Larry . . . it might be a little sticky yet."

THINK SMALL!

(1/43rd scale, that is)

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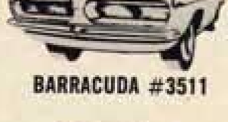
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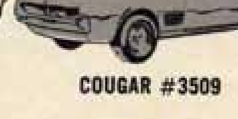
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